The Bombay Gazette.

No. 7,165.—New Series. BOMBAY :—SATURDAY, FEBRUARY 27, 1869. Annual Subscription in Advance.....Rupees Fifty-two.

THE BOMBAY GAZETTE.

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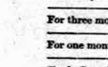
SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.



THE British India Steam Navigation Company (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship "Ethiopia," 1,132 tons, 100 H. P., Commander D. McCallum, will be despatched on Tuesday, the 2nd March at noon.

Leave Bombay	March. 2	Leave Galle	March. 9
,, Carwar	,, 4	,, Nagapatam	,, 12
,, Mangalore	,, 4	,, Madras	,, 15
,, Cannanore	,, 5	,, Coconada	,, 17
,, Calicut	,, 5	,, Visagapatam	,, 18
,, Beypore	,, 5	,, Bimlipatam	,, 18
,, Cochin	,, 6	,, Gopalpore	,, 19
,, Tuticorin	,, 7	,, False Point	,, 20
,, Colombo	,, 8	Arrive Calcutta	,, 21

This route is the most expeditious and economical for passengers for the Neilgherie district, Bangalore and Madras, who can land at Calicut for Beypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route, picking up the Steamer at Madras.

No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging Cargo and Passengers at Bussorah, to and from Baghdad, with the Euphrates and Tigris Steam Navigation Company.)

THE British India Steam Navigation Company (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Linga, Bushire, Fao, and Bussorah.

Up.	Mar.	Mar.	Down.	Mar.	Apl.
Leave Bombay	12	26	Leave Bussorah	26	9
,, Kurrachee	13	27	,, Fao	26	9
,, Guadur	13	27	,, Bushire	28	11
,, Muscat	16	30	,, Linga	30	13
	April			April.	
,, Bunder Abbas	18	1	,, Bunder Abbas	1	15
,, Linga	20	3	,, Muscat	3	17
,, Bushire	22	5	,, Guadur	5	19
,, Fao	23	6	,, Kurrachee	7	21
Arrive Bussorah	24	7	Arrive Bombay	10	24

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE British India Steam Navigation Company (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every MONDAY at noon.

The Steam-ship "Martaban," 600 Tons, 100 H. P., Commander J. C. Sharp, will be despatched on Monday, the 1st March at noon.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

FOR LONDON.

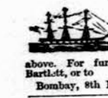
THE fine ship "Earl Russell," well known in the Australian passenger line, owned by Messrs. John Lidgett & Sons, London W. C., Sargant, Commander, having a great portion of her Cargo engaged. For freight or passage apply to

BELL, VENTZ, & LUCIUS, Agents.

Bombay, 17th February 1869.

FOR LONDON.

(With prompt despatch.)



THE fine A 1 Ship "Lady McDonald," 632 Tons Register, Captain Kennedy, having the greater portion of her Cargo already engaged. For Freight apply to

SIR CHARLES FORBES & Co., Agents.

FOR ENGLAND via HAVRE.

(To sail about end of March.)

THE new A 1 Iron Clipper Ship "Talisman," 1,200 tons register, W. Bartlett, R. N. R., commander. This Ship has excellent accommodation for first class passengers, and will be despatched as above. For further particulars apply on board to Captain Bartlett, or to

W. NICOL & Co., Agents.

Bombay, 8th February 1869.

FOR LIVERPOOL.

(To sail about 1st proximo.)

THE A 1 Clipper ship "Erie," 1,010 tons Register, Captain Raisbeck, has good accommodation for a few first class passengers, and will be despatched as above.

For further particulars apply on board to Captain Raisbeck, or to

W. NICOL & Co., Agents.

Bombay, 17th February 1869.

NOTICE to PASSENGERS, &c.—The Steam Yacht "Reform" will leave the Apollo Bunder every Saturday afternoon, until further notice, at quarter past 4 for the conveyance of Passengers and others to and from the outgoing P. & O. Mail Steamer, returning from the latter at 5 P.M.

Fare.—One Rupee each way. No heavy Luggage can be carried.

NOTICES.

WARRANTED WATCHES.—All Gold and Silver Watches of every description and size manufactured by us, and fitted with the latest improvements, are warranted to purchasers for the term of 1, 2, or 3 years.

FAVRE, LEUBA & Co.

MUSICAL BOXES.—A new and splendid assortment of these has just been received. Prices very moderate.

FAVRE, LEUBA & Co.

A SUPERIOR WATCH.—The best Silver Watch ever manufactured at the price, Rs. 50, with guarantee for 2 years, can be procured from FAVRE, LEUBA & Co.

TRAVELLING and OTHER CLOCKS.—Office and Travelling Clocks with lever and pendulum action. Drawing and Dining Room Clocks, with Calendar, Thermometer Barometer, &c., &c.

FAVRE, LEUBA & Co.

KEYLESS WATCHES.—Possessing an immense advantage over other Watches. These Watches, which do not require the troublesome operation of winding up with a Key, thereby preventing the introduction of dust, are most durable and keep a remarkably correct time.

Guarantee accompanying each Watch.

FAVRE, LEUBA & Co.

FAVRE, LEUBA & Co., Bombay and Locle (Switzerland), Watchmakers, Jewellers, Opticians, and Engravers.

Prize Medals obtained at the International Exhibitions of London, Paris, New York, Berul (Switzerland), Oporto, and at the late Akola Exhibition.

Remington's Building, Elphinstone Circle.

JEWELLERY.—English, French and German Jewellery.

Watches, Clocks, Jewellery and Musical Boxes carefully repaired.

FAVRE, LEUBA & Co.

AMERICAN CLOCKS, in great variety. A speciality of lever action 8-day Clocks. Price Rs. 25.

FAVRE, LEUBA & Co.

ROSSELET and Co.
Established 1858.
WATCHMAKERS, JEWELLERS, AND ENGRAVERS.
6, Meadow Street,
Importers of English and Foreign Watches and Jewellery of all kinds.
Sole Agents in India for Pateek, Benoit, and Courvoisier Brothers' Watches.

Always on hand a large stock of Gold and Silver Watches of all descriptions, sizes, and prices, Railway Time-keepers, (Keyless), Repeaters, and Soldiers' Watches.

Guarantee given with every Watch.

A beautiful assortment of made Jewellery, Silver and Plated Ware.

American, French, and English Clocks in great variety.

Repairs of all kinds carefully executed. Orders from up-country stations punctually attended to, if accompanied with a remittance.

ROSSELET & Co.

CASH, DEED, AND DESPATCH BOXES.

A large assortment, by Chubb and other first class makers.

CASH BOXES.
with triply divided tray,
from Rs. 8-8 to Rs. 30.

DEED BOXES,
for safe custody of papers and documents,
from Rs. 19 to Rs. 36.

DESPATCH BOXES,
completely fitted,
from Rs. 22 to 88.

TREACHER & Co. (Limited).

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of Passengers can be accommodated.

Rates of Fare.

To Suez—1st Class £45, 2nd Class £25.
To Trieste—1st Class £64 10s., 2nd class £37 5s.
Through to Liverpool, 1st class, £67; 2nd class, £45.
Steamers will leave Bombay on every alternate Wednesday commencing on 10th March.

Exclusive of Wines.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; and Messrs. Fraissinet Pere et Fils, Marseilles; or to the undersigned in Bombay.

The Steam-ship "Krishna," 1,500 tons, Captain H. Bonfellow, will be despatched on the 10th March.

STEARNS, HOBART, & Co.

OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list; the Goods being made specially for the passage and Home wear:—

	Requirements.	
1 Dozen Silk and Wool Shirts.	1	Rug with Straps,
2 ,, Under Vests.	1	Mantle.
2 ,, Linen Collars.	1	Inverness Cape.
1 ,, Fine Cotton Socks.	1	Hand Portmanteau.
1 ,, Fine Merino Drawers.	2	Overland Trunks.
1 ,, Colored Handkerchiefs.	1	Clothes Bag.
1 ,, White Cambric.	1	Travelling Hat,
1 Overland Suit.	1	Courier Bag.
2 Sleeping Suits.	1	Easy Chair.
2 Pairs of Kid Gloves.	1	Umbrella.
6 Scarfs and Ties.	1	Pair of Brushes.
		Ladies' Overland Trunks.

Return Fares.—First class Passengers embarking from India by the P. and O. Co.'s Steamer within six months of their arrival from England, and *vice versa*, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo House.

NEW ADVERTISEMENTS.

BOMBAY GAZETTE OVERLAND SUMMARY.

The "Bombay Gazette" Overland Summary is now Ready.

It contains, in addition to all the News of the Week, a specially written Market and Freight Report, and a well-digested Summary of Events.

	Rs. as.
Annual Subscription	12 0
Single Copy	0 4

"Bombay Gazette" Office, Meadow Street, Fort.

THE BOMBAY PRICE CURRENT and SUMMARY of TRADE.
Published once a Fortnight.

It contains a Statement of Imports and Exports; Customs' Duties; Tables of Weights, Monies and Measures; detailed Price Current of Europe Goods, and Eastern Produce; Lists of Shipping Arrivals and Departures for the Fortnight; a List of Square-rigged Vessels in Harbour on the date of publication; and a specially written fortnightly Report on the Bombay Market.

	Rs. as.
Annual Subscription in advance	10 0
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"Bombay Gazette" Office, Meadow Street, Fort.

MAHABLESHWUR.—To be let, for the season, "Clifton." Apply to JAFFER SULLIMAN.

NOTICE.—A first class private Board and Lodging Establishment is opened at Mazagon, where Gentlemen will receive all the comforts of an English Home (as far as the country will permit). Gentlemen desirous of availing themselves of this rare opportunity are requested to apply to "A. C.," No. 11, Mazagon, opposite the Hope Hall Hotel.

PIANOFORTES.

BROADWOOD AND SONS' CONCERT GRAND PIANOFORTES.

BROADWOOD AND SONS' SEMI-GRAND PIANOFORTES.

BROADWOOD AND SONS' GRAND SQUARE PIANOFORTES.

SOUNDY & Co.'s "SYMPATHETIC" GRAND PIANOFORTES.

SOUNDY & Co.'s "SYMPATHETIC" GRAND SQUARE PIANOFORTES.

NEW AND SECOND HAND PIANOFORTES BY THE BEST MANUFACTURERS.

HARMONIUMS,
By Alexander and Sons, Debain, and other celebrated makers.

See Drawings and Price Lists sent free by Post on application.

SOUNDY & Co., Bombay,
General Importers.

FINE FLAVOURED SHERRIES.

Warranted pure and unadulterated, the first expression of the BEST GRAPES.

GOLDEN SHERRY.
A Rich and Luscious Wine.
Case containing one dozen quarts ..... Rs. 22
(White Capsule.)

FINE SHERRY.
A wholesome, invigorating, Tonic Wine.
Case containing one dozen quarts ..... Rs. 26.
(Black Capsule.)

EAST INDIA SHERRY.
Double voyaged, and of remarkably fine quality.
Case containing one dozen quarts ..... Rs. 34
(Blue Capsule.)

The above Wines are from the eminent Firm of HENRI KLASEREI, and are guaranteed to be free from any mixture whatever.

SOLE AGENTS FOR HENRI KLASEREI,
SOUNDY & Co., Bombay.

CHESSON and WOODHALL'S LIBRARY.
No. 10, HUMMUM STREET, BOMBAY,
AND No. 1, EAST STREET, POONA.

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Description of Richards' Improved Steam-Engine Indicators, with directions for its use. By C. T. Porter.....(1868)	3 12
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Bombay, 26th February, 1869. CHESSON & WOODHALL.

NEW ADVERTISEMENTS.

ANOTHER GRAND GIFT NIGHT.

STEVENS' CIRCUS,
ON THE ESPLANADE, BOMBAY.

THIS EVENING, SATURDAY, 27TH FEBRUARY,
FOR THE
BENEFIT
OF
MASTER WILLIAM O'DALE STEVENS,
THE YOUTHFUL CHAMPION GYMNAST OF THE WORLD,

Master William O'Dale Stevens, in making this his first and last Appeal to his Friends, Patrons, and the Citizens of Bombay generally, hopes that they will rally around him and give him a Bumper To-night.

BE SURE OF A GREAT BILL TO-NIGHT.

THE DONKEY RACE TO-NIGHT.

THE SACK RACE TO-NIGHT.

THE SILVER MOUNTED WHIP
for the winner of the Race to-night.

TWO SPLENDID PRIZES TO-NIGHT,
a Watch and Time-Piece.

WILLIAMS' SINGING DOG
in his reception to-night.

PRICES OF ADMISSION.

Private Boxes (seating five)	Rupees 20
Reserved Seats	,, 5
First Class	,, 4
Second ,,	,, 2
Third ,,	,, 1

P. and O. AMATEUR CLUB.—The Nobility and Public generally of Bombay are respectfully informed, that the above Club will give an ENTERTAINMENT at Grant Road Theatre, on FRIDAY, March 5, in aid of the SCOTTISH ORPHANAGE.

The Programme will consist of Songs, Burlesque, Pantomimic Extravaganza, &c.

For particulars see Handbills.

NOTICE.—We beg to intimate to the Public that we have this day commenced business as Auctioneers and Commission Agents at No. 31, Church Street, Mazagon. ALBERT & Co.

Mazagon, 27th February 1869.

NOTICE.—Estate of Macindoe, Rogers, & Co. (in Liquidation.)—A Dividend, at the rate of 3 per cent on all admitted and adjusted claims, is payable on and after the First March at the Office of the Trustees, No. 1 Meadow Street, from the hours of 11 and 2.

Claimants are requested to bring their Vouchers in support of their claims.

ROWLAND HAMILTON, } Trustees.
HENRY ROGERS, }

NOTICE.—Consignees of Cargo per ship "KHORASAN," arrived from London, are requested to despatch Boats of Size to take delivery of their respective Goods, otherwise the same will be landed by the Captain at the risk and expense of the concerned, and he will not be responsible for the condition of any package after the same has left the Ship's deck.

LYON & Co.,
Agents for Owners of the Ship "Khorasan."

Bombay, 26th February 1869.

TO BANKERS, MERCHANTS, and OTHERS.—Notice is hereby given by the undersigned, that the Bills of Lading for the following Goods are lost, the documents are not negotiable, and the delivery of the said Goods are stopped:—

Shipped per "Baroda" for London.—
F W D
& Co. } B—1/21. Twenty-one Cases Gum.
London }
3, Forbes Street, Bombay. DICKINSON & Co.

THE BOMBAY and BENGAL STEAM SHIP COMPANY, Limited, (in Liquidation).—Notice is hereby given, that in accordance with the provisions of section 155 of the Indian Companies Act, 1866, a General Meeting of the Shareholders of the above Company will be held at the Office of Messrs. Stearns, Hobart, & Co., Elphinstone Circle, on Thursday the 11th March, at 12 o'clock noon, to receive the Liquidators' account of the manner in which the liquidation has been conducted during the past year.

GEO. A. KITTREDGE, } Liquidators.
MORARJEE GOCULDASS, }

WANTED.

WANTED, two competent Overseers for employment in this Office. None need apply except those who have had experience in the preparation of Plans and Estimates of Buildings, and can survey and draw neatly.

KAHANDAS MUNCHARAM,
Executive Engineer, Presidency.

Bombay, Executive Engineer's Office, 18th February 1869.

WANTED, for the Steam Factory H. M.'s Dockyard, a Brass and Loam Moulder. Application (producing Testimonials) to be made in person at the Office of the Superintendent of Marine.

By order of the Superintendent of Marine,
GEORGE INGLE, Secretary.

Superintendent's Office, Bombay, 8th February 1869.

A EUROPEAN GENTLEMAN, in Mercantile employ for upwards of 10 years, and well conversant with Mercantile business, is desirous of obtaining a Situation in Bombay, or up-country, and would be particularly pleased to proceed to China. The best testimonials and references as to character and abilities can be given. Address No. 4, care of "Bombay Gazette."

Bombay, 19th February 1869.

HOUSES, &c., TO LET.

TO BE LET, furnished, for six months, from the 10th of April next, Prospect, Cumballa Hill. Apply to F. MATHEW.

GODOWNS TO LET, in Military Square, Fort. Rent moderate. Applications to be addressed to H. A. C., care of Manager, "Bombay Gazette" Office.

OFFICE TO LET.—To let, the Commodious Premises, situated at 25 Church Gate Street, at present occupied by Messrs. Bell, Ventz, and Lucius. Apply to WALLACE & Co.

TO be LET, an airy and large sized Bungalow, situated at Girgaum Back Road, No. 153A, next door to Rev. Mr. Weatherhead. For particulars apply to Mr. N. M. Putloo, in next door left hand.

TO be LET—LOCKSLEY HALL—A spacious and airy Bungalow at Bellasis Road, suitable for a large Family, with commodious Stabling, Godowns, Cook and Out-Houses attached. For Rent apply at the Office of the undersigned,

6, Rampart Row, Fort. HEERALALL & Co.

TO BE LET, from the 1st February next, a large House at Breach Candy, at present in the occupation of Mr. C. Thwaites. For rent and further particulars apply to Mr. Nowrojee Jehanghier Gamadia, at No. 6, Byramjee Honejee Lane.

26th January 1869.

NOTICES.

FIRST CLASS PRIZE MEDAL.—Messrs. SYKES AND DWYER have the pleasure to announce that they have been awarded first class Prize Medal for their selection of Photographs exhibited at the Broach Exhibition.

STUDIO.—No. 9 Hummum Street, Fort.

Portraits taken daily from 10 A. M. to 4 P. M. at moderate rates.

NOW BEING PUBLISHED, a Series of 43 Magnificent Photographs of the famous temples of Palitana, in one handsome volume, with historical and descriptive introduction by J. Burgess, Esq., F.R.G.S., M.R.A.S.

Subscribers registered at the Studio.

FOR SALE, Views of the Broach Exhibition. The far-famed Banian tree at Sookulteera, near Broach, said to be the largest tree in the world—Bombay, Sholapore, Caves of Karlee and Elephanta, hore Ghaut, &c.—Native characters. SYKES AND DWYER.

PHOTOGRAPHY.

BROACH EXHIBITION.
FIRST PRIZE AWARDED TO
SACHE AND MURRAY,
FOR PLAIN PHOTOGRAPHIC PORTRAITS,
FIRST PRIZE FOR PORTRAITS, COLOURED.

MESSRS. SACHE AND MURRAY,
PHOTOGRAPHERS AND COLOURISTS,
Rampart Row, Next Door to Soundy & Co.

STUDIO FOR PORTRAITURE OPEN DAILY FROM 8 A.M. TILL 4 P.M.

A large Collection of Views of
CALCUTTA, RUSTIC SCENES in BENGAL, the NORTH WEST PROVINCES, and HIMALAYAS,
are on Exhibition, to which they respectfully invite inspection.

ROYAL INSURANCE COMPANY.—Capital £2,000,000 sterling; Funds in hand exceed £1,300,000.

Fire premiums for 1859		£228,314
Do.	1861	292,402
Do.	1863	341,988
Do.	1865	414,733
Do.	1867	490,553
Showing an increase over 1859 of		£262,239

Policies covering risks on Merchandise and Buildings in Bombay continue to be granted by the above Company through their Agents. Detached Bungalows and Household Furniture both in Bombay and in the Mofussil insured on very favourable terms.

Life Branch.

Life premiums for 1859	£ 73,150
Do. 1863	106,703
Do. 1864	152,150

The undersigned, under instructions from the Head Office, are prepared to receive Proposals for Life Assurance with the above Company from Residents in India, and will be happy to afford every information regarding Rates of Premium, Participation in Profits, &c., to ending applicants for Insurance

CAMPBELL, MITCHELL & Co.,
Agents, Royal Insurance Company.

Bombay, 1st January 1869.

NOTICES.

Messrs. BADHAM and COMPANY.

HOSIERS, GLOVERS, AND GENERAL WAREHOUSEMEN.
Apollo House. Bombay.

By Appointment.
To the late EARLS CANNING and ELGIN; and SIR JOHN MAIR LAWRENCE, G.C.B., K.S.I.
The present Viceroy and Governor General, His Excellency the Right Hon'ble the EARL OF MAYO, K.P.

SEASON 1868-69.

MESSRS. BADHAM and COMPANY, in announcing the arrival of their Shipments for the present season, beg to call special attention to the great extension of all Departments.

The Goods have been carefully selected by Mr. BADHAM from the best London and Parisian Markets and in order to obtain the latest novelties, the Goods have been despatched by the Overland Route.

BADHAM'S SPECIAL INDIAN HOSIERY

Hosiery Department.	Rs.	Rs.
Fine Bro. Cotton Socks, per dozen	12	to 21
Superfine do. do.	18	,, 21
Balbriggan embossed Silk od.	25	
Fine Striped and Fancy Socks	14	,, 20
Fine Mixed Silk and Cotton	25	
Superfine Grey and Mixed Merino	13	,, 18½
Extra Superfine do. Mixed Striped	21	,, 24
Lisle Thread ½ Hose	20	
Do. Fancy Striped	23	
Fancy and Striped Silk Socks	30	,, 45
Ribbed Knickerbocker Stockings for Shikaring &c., per pair	3½	,, 6
Celebrated by India Gauze under Vests	2	
Silk and Wool Pants	6	,, 8
India Gauze Pants	7	,, 8
Grey Merino Pants	6	,, 8
Bathing Drawers Striped and Fancy Cotton	2½	

BADHAM'S SHIRTS

Shirt Department.	Rs.	as.
Fine Longcloth Shirts per doz	45	0
White Zephyr Shirts, per doz. 55, 60,	65	0
Do. Dress Do.	75	0
Fine Silk and Wool Shrunk, each	10	0
Do. all Wool ,,	10	0
Do. Cashmere ,,	10	8
Spun Silk Shirts	12	8
French Printed Shirts per dozen	70	0
Spun Silk Sleeping Suits each	25	0
Cashmere Do.	20	0
Silk and Wool Do. (indispensable)	20	0
Prince of Wales Do.	18	0
THE PRINCE OF WALES'S Colored Shirts, a new Material highly recommended to those who cannot wear Flannel and require an absorbing Material, each	8	8

BADHAM'S THREE-FOLD COLLARS

Collar Department.	Rs.	as.
The Pall Mall per dozen	7	0
do. with Tie ,,	7	0
The Belgian ,,	7	0
do. with Tie ,,	7	8
The Shakspear ,,	7	0
do. with Tie ,,	7	8
The Regent ,,	7	0
The Indian ,,	7	0
The Improved West End ,,	7	0

BADHAM'S SCARFS, TIES, &c.

Fancy Department.	Rs.	as.
The Duke of Edinburgh Scarf	3	0
The Sailor Scarf	3	8
The Bond Street do.	3	8
The Bond Street Washing Scarf	1	0
The Windsor Scarf for Sailor's Knot, Gauze Silk, Satin, &c.,	4	0
An immense Assortment of all kinds of Scarfs and Ties		
Guyot's Improved French Braces	2	8
India Rubber with Buck Skin Ends	5	0
The United Service Brace	3	0
Bridle Leather Belts	3	0

Linen Department.	Rs.	Rs.
Damask Napkins of all sizes		
Damask Table Cloths		to twenty persons.
Gentlemen's Cambric Handkerchiefs ready for use per dozen		12-8 to 25
Gentlemen's Handkerchiefs, Colored Borders		16-8
Gentlemen's French Cambric, with Photographs		32-8

Jewellery Department.	Rs.	Rs.
Gold Solitaires Plain	15	to 30
,, ,, Chased	15	,, 30
,, ,, Enameled	16	,, 30
,, Sleeve Links	18	,, 30
,, Shirt Studs	14	,, 30
,, Scarf Rings	8	,, 12
,, Scarf Pins (latest novelties)	10	,, 30

Travelling Department.	Rs.	Rs.
Overland Trunks	20	to 32
Solid Leather Portmanteaus	50	,, 70
Railway Portmanteaus	16	,, 30
Leather Bags (of all descriptions)		
Scotch Mauds	12	,, 35
Railway Rugs	12	,, 50
Whitney Rugs, Overland Chairs, Invalid Chairs, Clothes Bags, Real Morocco Courier Bags, Rug Straps, Cholera Belts.		

ELLWOOD'S EXTRA QUALITY

Hat Department.	Rs.	as.
Paris Hats	14	0
Drab Shell Felt	10	8
The Celt Black and Drabs	8	8
The Jerome do.	7	8
The Cantab do.	7	8
The Isis do.	7	8
The Derby do.	7	8

ELLWOOD'S AIR CHAMBER HELMETS BEST QUALITY — Hunting, Patent Inner Bands. ,, Turban ,, . Lined Cork ,, Helmets. The new Regulation Helmets, Hawkes's Patent, best quality.

LINCOLN AND BENNETT'S — Black Velvet Hats ..... Rs. 16

GLOVE DEPARTMENT.

Ladies Kid Gloves.....Rs. 2 As. 8.

Gent.'s	Gent.'s	Gent.'s
Military Doe.	Lisle Thread.	Black Drabs assorted.
Dogskin.	White.	French Dog Skin]
Driving Gloves.	Straw.	
Drab Norway.	Lavender.	

STICKS.

Best Red Blankets Rs. 25 per pair.

UMBRELLAS.

Gent.'s Plain and Twill Silk Fox's Paragon Frames, Ladies' Plain Silk, Ivory and Carved Oak Handles.

BADHAM and Company,
Indian Hosiers.

NOTICE.—Messrs. CUNHA and Co. beg to announce that they have a New Stock in hand for sale—Ladies', Gentlemen's and Children's BOOTS, Broad Cloth, Merino Millinery, and Jet Ornaments of all kinds, Hats for Ladies and, Gentlemen, Musical Instruments, Strings and Books, Pictures of all European Royal Families, without frame. The above articles can be had at a very moderate rate.

New Encyclopedia of Arts and Sciences, in 21 volumes.

A very superior Band, either Orchestra or Brass, for Balls, Theatres, &c., is also supplied at a short notice.

Kalbadavie Road, No. 35.

MILLINERY ESTABLISHMENT.

UXBRIDGE HOUSE.
No. 7, Clare Road, Byculla,
also
No. 3, Hummum Street, Fort, Bombay.
Established in 1851.

MRS. LAKE

Has always on hand a choice selection of Millinery kept up by supplies received Overland.

Wedding and Mourning Orders executed with the greatest care and punctuality.

Orders from Outstations must be accompanied by a Remittance or reference for payment in Bombay.

N. B—Ladies' Own Materials made up.

MRS. LAKE

HAS just received the following New Goods per "Overland," per Steamer "Sumatra":—

The New "Millinery" Hat for Ladies.
The New Open Cloak.
The New Imperial Chignon.
The New Tortoiseshell Comb for Chignon.
The New "Victoria" flounced Dress Improver.
The New Comb in Jet and Pearls.
The New large Pearls for Chignon.
The New Plaited Horse Hair Dress Improver.
The New frilled Petticoat, White and Coloured.

BONNETS & HATS.
Dress Bonnets, in great variety.
Ladies' Riding Hats with Veils.
Ladies', Children's, and Infants' Hats.
Black and White Tulle Hats, trimmed, Feathers and Flowers.

FOR BALL AND DINNER DRESSES.
Satins, Satins, Moires, coloured Shot, and plain Silks, coloured and white Grenadines, Opera Cloaks, Fans, Gloves, &c.

FOR WEDDINGS.
Bridal Wreaths and Veils, Handkerchiefs, Rich Satins, Moires, Tulle, Grenadine, Silks, Gloves, and Fans, Parasols.

FOR MOURNING.
Parasnattas, Silks, Merinos, Crepes, Alpaca, Silk Grenadine, Tulle, Bonnets, Hats, Jet Combs, and Ornaments

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

FRIDAY AFTERNOON.

MARKET quiet on account of the Holi holidays.

BOMBAY BILL AND STOCK LIST.

BANKS.

Subscribed Capital.	Nom. of sh.	Paid up.	Last dividend.	Names.	Rate per Share.
	Rs.	Rs.	p. a.		
1,000,000	100	all	5 p.ct.	Agra Bank	126
3,40,000	1,000	all	9 p.ct.	Bank of Bengal	1750
3,000,000	500	all	5 do.	Ditto of Bombay New	545
3,75,000	1,000	all	11½ pa	Ditto of Madras	1650
800,000	200	all	5 p. c.	Chartered Bank of India, A. & China	200
700,000	250	all	6 do.	Chartered Bk. of I. & C.	280
1,000,000	500	250	8 do.	Delhi and London	300
1,000,000	250	125	8 do.	National Bank of India	140
500,000	250	all	12 do.	Oriental Bank	460

LAND COMPANIES.

2,180,000	3,000	all	Rs. 80	Colaba Land Company	1250
1,800,000	1,000	all	Rs. 30	Elphinstone Land	805
1,000,000	1,000	55	1,-11-14	Do. New	375
...	1,000	1,000	Nil	Prare Land	75
100,000	2,000	1,000	Nil	Mazagon Land	725
...	2,000	1,300	Nil	Fort Canning	275

PRESS COMPANIES.

40,000	2,000	1,100	200	Albert Co. Kurrachee	800
75,000	2,000	all	300	Alexandra Press Co.	400
187,500	12,500	11,000	175	Apollo Press Co.	10,000
80,000	2,000	2,000	1000	Bombay Press Co.	1650
...	...	2,000	1000	Do. New	410
...	1,250	1,250	1000	Colaba Press Co	2200
170,000	2,500	2,000	...	East India Press Co	1050
237,500	2,500	5,000	1000	Fort Press Co.	3300
62,000	2,500	1,250	100	Framji Cowasji Press	1105
200,000	5,000	4,000	400	Hydraulic Press Co.	3400
24,000	2,000	2,000	...	Kurrachee Press Co.	800
300,000	1,000	900	...	Mofussil Press Co.	200
80,000	2,500	2,000	500	Prince of Wales Press	2500
45,000	2,500	700	...	Victoria Press, Madras	135

SPINNING AND WEAVING COMPANIES.

...	2,000	1,700	50	Albert Mills Co.	850
125,000	2,500	all	137½	Alliance Spinning	1650
40,000	2,000	all	...	Arkwright	400
800,000	1,000	all	100	Bombay	2200
195,000	1,000	1,000	10 p.c.	Bombay United	830
...	500	500	12 p.c.	Bronch Mills	325
160,000	5,000	all	...	Coorla Spinning	1800
150,000	2,000	2,000	300	Great Eastern	1300
250,000	1,000	all	125	Manockji Petit's	610
200,000	2,500	2,000	...	Oriental	1025
150,000	2,500	2,300	...	Royal	1425

SHIPPING COMPANIES.

500,000	5,000	3,500	600	Bombay Ship Co.	1450
250,000	2,500	all	300	Bombay Coast	340

RAILWAY COMPANIES.

...	£20	£18.3.0	5 p.c.	G. I. P. Railway Consolidated Stock	227
...	£20	196.8.8	do.	Do. New £20 shares	198
...	£100	1,000	do.	B. B. & C. I. Railway Co.	1120
...	£16	195.5.1	do.	Do. New Shares	Par.

MISCELLANEOUS.

...	50	50	5	Mechanics' B'ld'gs Co.	84
...	2,000	300	12	Kurrachee Landing and Shipping Company	150
100,000	500	all	3 p. c.	Treasher & Co.	225

BANKS IN LIQUIDATION.

			Date of Liquidation.		
1,945,000	500	500	Jan. '5	Bank of Bombay	106
800,000	200	25	...	Do. Claims	3
2,000,000	250	100	May '67	Do. Guzerat	90
1,000,000	250	150	Aug. '67	B'bay Pr'decy B'k.	26
2,000,000	200	200	Sept. '67	,, Trig'n B'nkg	20
2,000,000	100	200	Sept. '67	Brokers' Bank	75
1,000,000	250	250	Mar. '65	Central Bank	9
500,000	500	200	Feb. '67	Indian Peninsula	19
...	100	100	May '67	Royal Bank	15
...	400	400	...	B'gal Cr'dit Mobilier	2
1,200,000	400	130	Apr. '67	Old Financial	6

COMPANIES IN LIQUIDATION.

...	2,000	1,000	...	Ap'loB'd Warehouse	10
1,000,000	...	3,250	Nov. '66	Back Bay Co.	300
800,000	...	3,500	...	B'bay & Bengal S. S.	300
2,000,000	...	4,000	...	Freire Reclamation	140
...	...	3,500	...	Iron Shipping	280
...	...	...	...	Victoria Spinning	2000

EXCHANGE.

On	Terms.	Rate
London Banks	6 months' sight.	2s. 0 3/16d.
Do. Credits	6 Do. do.	2s. 0 5/16d. to 2s. 0¾d.
Do. Documents.	6 Do. do.	2s. 0 7/16d. to 2s. 0¾d.
Calcutta	At sight	99
Do.	60 Do. do.	98
Madras	60 Do. do.	99
Ceina	60 Do. do.	216 nom.

GOVERNMENT SECURITIES.

Five-and-a-half per cent	112 to 112¼
Five per cent.	108 to 108¼
Four per cent.	93
Five per cent. (Public Works Loan)	105
Five per cent. Debenture Loan 1866-67	103¼
15 years' Debenture Loans	108
10 years' do. do.	107
5 years' do. do.	103¾
Six per cent. Municipal Loan	98

BANK OF BOMBAY.

Government Securities	8 per cent.
Mercantile Bills	11 per cent.

PRICES OF BULLION, &c.

Sovereigns each	Rs.	10-6
Bank of England Notes	,,	10-4
Spanish Dollars	,,	225
Carolus	,,	220
Mexican Dollars	,,	220
German Crowns	,,	210
Five-Franc Pieces	,,	223
Bar Silver	,,	106-6
Gold Leaf	,,	15-1
Bar Gold 10 oz. English	,,	16-7-6

DAILY COTTON MARKET REPORT.

BOMBAY, 26TH FEBRUARY 1869.

	Per Candy.
OLD.	
Dhollera Bhowmggur	248 to 250
Vingorla	234 to 236
Duarnar, Sawginned	265 to 267
NEW.	
Oomrawuttee Akote	270 to 272
Hingunghat	285 to 286
Broach	N.G. 268 to 27
Do.	N.G. 260 to 262
Veeravul	253 to 255
Kumulnah Barsee	266 to 268

Ready sales 2,750 Candies. Market active.

MILITARY.

ARRIVALS.—FEBRUARY 26.

Spencer, Captain, Staff Corps, on duty, from Madras.
Lewis, Captain, 3rd European Regiment, on leave, from Ahmedabad.
Cheshyre, Major, 16th Regiment N. I., on leave, from Nuggur.

DEPARTURES.—FEBRUARY 25.

Lewis, Captain, 3rd European Regiment, on leave, to Ahmedabad.

The following Officers will leave to-day for Europe:—
Raikes, Captain, Madras Staff Corps, on medical certificate.
Boyd, Colonel, Bengal Infantry, on furlough.
Mackenzie, Captain, late 5th Bengal European Light Cavalry, on medical certificate.

SHIPPING.

DAILY FREIGHT REPORT—26TH FEBRUARY.

London	Cotton	£2 5s. 0d. to £2 7 6d. per ton.	
	Seeds	£1 10s. 0d. Nominal.	
Liverpool	Cotton	£1 15s. 0d. to £2 2s. 6d.	,,
	Seeds	£1 5s. 0d.	,,
Overland	Cotton	£8 0s. 0d. p. 40 c. ft.	
China	Sailing vessel Cotton	Nominal.	
	Steamer do.	Rs. 6 to 7 per bale.	
	,, Opium	Rs. 10 to 15 per chest	
Calcutta	Salt	Rs. 6 per ton.	
Mauritius	Grain	12 annas per bag.	

ARRIVALS.

Feb.	Vessel.	Commander.	From.
25	General Outram (s)	Teasdale	Cochin, Feb. 19.
26	Khorasan	Wilson	London, Oct. 31.

DEPARTURE.

Feb.	Vessel.	Commander.	Destination.
26	Morning Star	Wilber	Point de Galle.

The ship Duiveland, Graves, to Boston, obtained her port clearance yesterday.

The following vessels began to load yesterday:—
Steamer Golconda, to Aden and Suez.
Bark Northumbrian, to Liverpool.

CALCUTTA.

ARRIVAL.

Feb. 21 Rimaldo ..... Burniss ..... Bombay, Jan. 16.

DEPARTURES.

Feb. 21 Ian Alpine (s) .....
Arratoon Apcar (s) .....
River Indus .....
Northern Empire .....
Manfred .....

MADRAS.

ARRIVALS.

Feb. 20 Labourdonnais (F.S.) ..... Rapatel ..... Galle.
Moollan (s) ..... Beasely ..... Calcutta.

DEPARTURE.

Feb. 20 Labourdonnais (F.S.) ..... Rapatel ..... Calcutta.

ADVERTISING AT RAILWAY STATIONS.

THE Proprietor of the "Bombay Gazette" Press having leased (among other privileges) from the Great Indian Peninsula Railway Company, and the Bombay, Baroda, and Central India Railway Company, the exclusive right of advertising at all the Railway Stations belonging to these two Companies, is prepared to contract with parties desirous of posting Notices or Advertisements on the lines.

The announcements may be in English or in any of the Native languages.

The advantages which Railway Stations present as a means of bringing intimations of all kinds before the public have been demonstrated in England by the extensive use which is made by Advertisers, of every station, great and small, along every line in the United Kingdom.

Insurance Companies, Shipping Companies, Hotel Keepers, Merchants, Traders, and others who wish to force their business on the notice of the public, all alike value the privilege of Railway Station Advertising.

There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway passengers on the two trunk lines of Western India, native merchants, traders, &c. (seeing that they have the privilege of advertising in their own language), Advertisers would find the publication of their announcements at Railway Stations a decided means of extending their business.

Placards, according to the taste of Advertisers, may be printed at the "Bombay Gazette" Press.

Advertisers can select the Stations, on either line, at which they wish their Placards posted, and may advertise for any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making announcements known to the public.

Terms of Advertising may be learned on application to the Manager, "Bombay Gazette" Press.
"Bombay Gazette" Press, 1868.

BOMBAY DIOCESAN BOARD OF EDUCATION.

FOR PROMOTING THE CHRISTIAN EDUCATION OF EUROPEAN AND EURASIAN CHILDREN THROUGHOUT THE PRESIDENCY OF BOMBAY.

MEMBERS OF THE BOARD.

Lord Bishop of Bombay, President, ex-officio.
Hon. Sir R. Couch.
Hon. Mr. Justice Gibbs.
G. Foggo, Esq.
C. E. Chapman, Esq.
A. T. Crawford, Esq.
H. M. Birdwood, Esq.
Rowland Hamilton, Esq., Hon. Treasurer.
Ven. Archdeacon Leigh-Lye.
Rev. F. J. Spring.
Rev. C. T. Wilson.
Rev. W. Maule
Rev. T. K. Weatherhead.
Rev. C. Gilder.
Rev. G. C. Reynell, Hon. Secretary.

The Board makes grants to Diocesan School Byculla, St. Peter's School Mazagon, Bishop's School Poona, Poona Girls' Schools, Sholapoor European and Eurasian School. Total amount of grants Rs. 400 a month. Aggregate attendance at Schools 242.

The Board has also agreed to help to establish a School for the Children of Military Pensioners at Panchgunny.

To enable the Board to continue and extend its work, Subscriptions are earnestly solicited. They will be received by Rev. G. C. Reynell, Chaplain of Byculla, or may be paid on application to Mr. F. Valladares. G. C. REYNELL,
Bombay, 24th October 1868. Honorary Secretary.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BENGAL.

MARRIAGES.

HARRISON—LUARD—February 15th, at Cuttack, by the Rev J. Buchley, James Fortescue Harrison, Esq., Deputy Magistrate and Collector, to Mary Agnes, eldest daughter of Lieutenant Colonel G. F. Luard, M. N. I.

RAMSAY—PUGHE—February 18th, at Monghyr, by the Rev. J. Cave-Browne, M.A., Herbert Maynard Ramsay, Lieutenant, Bengal Army, son of the late Colonel Michael Ramsay, to Alice Claire, elder daughter of J. G. Pughe, Esq.

NORTH-WEST PROVINCES.

BIRTH.

MORRELL.—February 19th, at Lucknow Cantonments, the wife of the Rev. Baker Morrell, Chaplain, of a daughter.

The Bombay Gazette

SATURDAY, FEBRUARY 27, 1869.

ONCE more the questions—Shall a railway run along the shore of Back Bay, shall there be a grand terminus at Colaba? agitate society and occupy the attention of Government. At various times, for several years, the points have been mooted, discussed, decided, only to be disputed, opposed, re-opened. The Home Government has hitherto steadily answered the queries in the affirmative, and, to a great degree, their answer has materially influenced the Railway policy of the Island. But the views prevailing at Westminster have never been willingly accepted here, and fresh obstacles have been interposed at every stage in the development of the plans laid down for Railway tracks and termini in Bombay. This fact alone shows that many people who live here, trade here, and work here, entertain the strongest opinions that the sanctioned projects are objectionable, really hurtful to the best interests of the place, and certainly not conducive to comfort and reasonable enjoyment. Therefore we are not surprised at the persistency and consistency with which the Bombay Government, and a large part of Bombay society, have endeavoured to prevent the schemes from being accomplished. The petition which we published three days ago is only the fair expression of opinions which are held in all quarters, from the highest to the lowest; and as the questions are still undecided, we may, perhaps, with some advantage, try to take an impartial view of the present aspect of the whole case.

But what impresses the mind of a fresh observer most powerfully is the grand mistake, apparently resulting from the want of foresight, characteristic of Bombay history from the beginning, or from error in judgment, which marks the present arrangements. At the most the Island is a small place, greatly crowded, and likely to be more so, with few spots open to healthful exercise or agreeable recreation. Nevertheless Nature had not been absolutely a niggard of her bounties, and there was one space which she seemed to have set apart especially as a pleasure ground for her human children, provided they would take the trouble to make the most of her free-handed gifts. Nature not only made Back Bay an object of beauty, but, as if to show her purposes more plainly, she thrust a rocky reef athwarth its seaward front and thus rendered it unavailable for commerce. What more appropriate and excellent than to have reserved this really lovely expanse of water and beach for those uses, which we call pleasures, and to have made the shores of our Silver Horn, the Brighton, the St. Leonards of Bombay? Moreover, it so chanced, that the only open space on the seaward side of the town actually fronted Back Bay, while the strip of beach undoubtedly made it feasible at any time to have connected the Malabar Hill with the Esplanade by an open road. On the other hand, Nature provided easy approaches, a splendid harbour and deep water on the eastern shores of the Island, pointing out those shores, from almost the furthest point of Colaba to Sewree, as the natural seat of commerce. Thus the conformation of land and water and rock indicated one side as the fitting abode of labour, trade, maritime power; and the other as the site which man might develop into an extensive, beautiful, and healthy resort for exercise, so needed; none the less but all the more efficacious because it would satisfy the taste and soften the feelings. The smallness of the Island made it impossible that any probable Railway terminus or station could be at any inconvenient distance from the dwellings of men, thus rendering it still more undesirable to intersect the contracted space with iron ways. The reclamations contemplated and effected on one side are all for commerce, and on the other all for comfort and convenience; and to these ends they ought to have been preserved. Nature, and the peculiarities of the Town, point out, we say, the plan which should have been adopted, which even yet may be adopted—when perchance, Back Bay has been spoiled. Whatever lines ran into this little plot of ours from the main land ought to have converged in one terminus; that grand terminus should have been at the point where the largest mass of shipping congregated, where the most business was done; and any extension to Colaba—an extension most desirable because every foot of harbour frontage should be utilized—should have followed the line of the eastern shore. Then the Railway would have been at the door of trade, at the door of the Military and Naval Establishments, at the door of the cotton interest, no matter whether on the north or the south side of the Fort. Out near Parell or Dadur there is ample room for huge goods stations and workshops, an , as there is no rivalry between our Railways, all things could have been in common. Had this been done the plans executed would have been alike in harmony with the teachings of Nature and the best interests of man; and the vexatious error of running a line over the Flats, and through the Town into Back Bay would have been avoided. The Railways would have secured a most useful frontage for traffic, and the inhabitants would have retained, unblemished, and susceptible of endless improvement, a beautiful ocean frontage for exercise, amusement, contemplation.

But by splitting the Railways at Parell the grand natural boons we have described are seriously contemned, and materially diminished. Moreover, under the circumstances, the best that can now be done will be a compromise, preventing, if fairly carried out, a maximum, and securing a minimum of evil. For, considering the numerous accorded pledges, it is impossible to believe that the Home Government, which habitually regards these things, will consent that the vested interests established at Colaba shall be shut out from the benefit of Railway communication, or that due advantage shall not be taken of the Colaba foreshores. To a great extent it is now a question of good faith, and questions of that sort weigh more with our distant Imperial referee than the beauty and quietude which we claim for the Esplanade and the beach of Back Bay. But although we fear that the Home Government may insist on the decision already given—at least so far as the mere carrying of a Railway along the reclamation to the Cotton Green is concerned—we trust that every effort will be made to reduce the evil consequences to a minimum. So far as the question of good faith is involved, that will be kept, provided some Railway communication with the cotton presses and cotton market is maintained. Farther the concession ought not to go. On no account should a terminal station be permitted to grow up at Colaba, because a terminus would become the abiding place of engines, trains, carriages; the passage of engines and carriages to and fro would be incessant; and the noise and worry intolerable. The utmost that should be granted to the Railway as the cotton interest is a line affording facilities for the transport of cotton—whether it were a single line of rails for locomotives, or a tramway; in short, the station at Colaba should be a cotton station and the line a cotton line. Moreover it should be stipulated that no trains on any pretence should run between half-past four and seven o'clock; so that the frequenters of the Esplanade and the sea-shore may be sure of a little quiet. We quite admit that the present nuisance is greater than any we should endure from a railway, and it should be borne in mind, that the nuisance would have to be encountered, just the same, were the reclamation in progress intended for nothing but a pleasure ground. But at the same time, we feel most strongly that any passing trains during the brief period available for exercise in the open air, would be a public nuisance and a cruel infliction. Holding that no Railway should have been turned into Back Bay, and deploring the grievous blunder that sent one there, we nevertheless see that present decisions must be based on present facts, and that these point to the final authorization, by the Home Government, of the Colaba extension plan, modified and restrained by some deference to the reasonable feelings of Bombay folk. But there is no hope of any effective modification except by using every influence to place the strongest restrictions on the kind of traffic which shall go to Colaba, and on the *times* when the nuisance may be committed with the least annoyance. In short, there is nothing left to be done, but to save the Esplanade and the Back Bay shore from the abominable evils that threaten them—in other words, to make the best of a thoughtless bargain.

IT is hardly necessary to remind the public that the Bombay Hunt Sky Races come off this afternoon. We fancy "all Bombay" will be there. The first race will take place at 4 o'clock.

IT is stated that His Excellency Sir William Mansfield will leave Calcutta for the North-West and Nynee Tal about the 10th proximo.

H. M's. s. "Serpent" is engaged taking deep sea soundings between Galle and Penang, in order to determine the feasibility of establishing telegraphic communication between those ports.

A MADRAS paper says that a dashing Cavalry Captain, well-known on the Indian Turf, is about to retire from the service by the sale of his commission, preparatory to entering the Church and occupying a living in the gift of his family.

IT is asserted that the committee to whom the Uncovenanted Service Pension Rules, as returned by the Secretary of State, have been referred, do not see their way to the alterations in them the Home Government desire. The committee's report will probably be explicatory of the ground on which the rules were framed. These grounds are held to be good and strong; but if the Secretary of State cannot be made to see this, they will have to be altered.

AN interesting piece of news from a Calcutta letter:—"A new Precedence Warrant may be expected out by any mail. It will not interfere with the present incumbent, but no future Chief Justice of Bengal, or of any other part of India, will grade above the Commander-in-Chief. There are lots of other changes—a good many functionaries who have precedence of other functionaries under the present Warrant, will find that in the new Warrant they have no place at all!"

MR. HOGG, the Chairman of the Calcutta Justices, goes home on six months' leave. "He stipulated," says the correspondent of a Mofussil paper, "that his billet should be kept for him, that he should return by Bombay, and that his Indian salary should re-commence on his landing at that place, which he will visit for the purpose of making himself acquainted with the municipal arrangements there. Baron Dowleans will, to be sure, act for Mr. Hogg, and though the Calcutta people sometimes joke at the expense of the worthy Baron (who, by the way, can himself enjoy a sly laugh at the cost of others), there is no one here who will regret his promotion or feel displeased at it."

THE "Pioneer" believes that Colonel Keyes, C.B., will obtain the command of the Guides.

THE "Madras Mail" hears that Colonel Silver is going home on leave, and that Colonel Colin Mackenzie is likely to get the acting appointment at the Army Clothing Office.

Two companies of the 62nd Regiment arrived at Lucknow, one on the 18th the other on the 19th instant. A company was expected daily until the whole of the regiment had arrived.

LIEUTENANT COLONEL H. W. H. Coxe has been appointed Commandant of the 1st Punjaub Rifle Corps and Punjaub Light Horse (Volunteers), in succession to the late Mr. A. A. Roberts, C.B., C.S.I.

IT is understood that the Malabar Collectorate vacant by the appointment of Mr. Ballard to the Acting Residency of Travancore, has been offered to Mr. Atholl Macgregor, Acting Secretary to the Board of Revenue.

IT is said to have been ruled that the Government General Order of 10th December 1868, prohibiting officers from refusing or resigning Staff employment, applies equally to actual and permanent employment.

IT has been decided, we observe, that a subordinate medical officer officiating in the medical charge of a 1st or 2nd class civil station shall receive an extra allowance of Rs. 100 a month besides the pay and allowances of his rank.

As a temporary measure, says the "Pioneer," the Government have raised the limit placed on the number of officers to be granted furlough to Europe, in the case of Field officers, from 20 to 25 per cent. This is, of course, calculated after the exclusion from the total of all General officers and officers in receipt of Colonel's allowances, who may receive furlough without reference to any limit.

THE *Som Prokash* turns Mr. Gladstone's great argument for the disestablishment of the Irish Church rather neatly against the Ecclesiastical Establishments of this country. "If it be unjust to maintain a Christian Church of one particular sect in preference to another, with the revenues derived from the country at large, how much more unjust is it to maintain the Government staff of clergy out of the revenue yielded by us who are of a different religion altogether."

WE ("Pioneer") notice, amongst the decisions passed in respect to the Furlough Regulations of 1868, that officers at home on furlough on private affairs, although receiving in some cases as much as five times, and in most cases twice the pay they formerly received on leave, are permitted to pay the Military and Orphan Funds only the amount of quarterly subscriptions which they paid under the old rates, while at the same time the amount of leave they are enabled to take is most materially increased. This strikes us as being liberal.

A PARAGRAPH we ("Delhi Gazette") lately published anent the *cause célebre*, Delhi Bank v. Sir Donald McLeod and General Innes, recently determined at Delhi, appears to have created a misapprehension. The Bank did not fail in proving the justice of its claim. It obtained a decree as in full against the two defendants named, and for a large sum as against Major McLeod Innes. We learn that nearly one lac has already been realized; and that there is no reason for supposing that the whole amount of the judgment debt will not be recovered.

THE discovery that Thuggee has been succeeded by professional poisoning gave importance to a question which has of late been pressed upon the attention of Government. The discovery of a system of cattle poisoning on a large scale at Mymensingh is another proof of the urgent necessity for regulating by law the sale and possession of poisons. It was found that the mochees in league with some of the butchers of the place, carried on a regular system, by means of arsenic of cattle poisoning for the sake of the skins. One man had lost his whole herd consisting of upwards of a hundred head.—*Englishman.*

THE "Englishman" understands that Captain Clifford, who commanded the s. s. "Reiver," belonging to Messrs. Jardine, Matheson and Co. of China, when that vessel was wrecked on the Preparis Reef, has been brought before a court of enquiry in Hongkong. "The course adopted by the marine authorities in China is," says our contemporary, "deserving of praise, for we are of opinion that an investigation into the circumstances that led to the loss of the 'Reiver,' freighted with such a valuable cargo, as she had, was absolutely necessary. Messrs. Jardine, Matheson & Co., we understand, are building two new and magnificent steamers for the China line. Captain Bolton, an officer of established reputation is to command one of them."

AT a court-martial held at Meerut on the 15th instant, Private Richard Dunn, of the 105th Regiment, was convicted of striking a non commissioned officer of his regiment while in the execution of his duty and sentenced to eighty-four days' imprisonment with hard labour. In confirming the sentence Major General Harris, who at present commands the Division, remarks—"The court-martial have not done their duty in awarding so lenient a sentence for violence to a superior officer. I should certainly, but for the delay, have called for a revision. Soldiers must be taught that they are not in any way relieved from responsibility for acts committed while drunk, and that they are equally amenable to punishment as though the act were committed while sober."

A CONCERT was given at Government House, Calcutta, on the 17th instant and is said to have been a grand success. The Opera orchestra were in attendance, and opened with the Overture to William Tell, which they rendered in magnificent fashion. The vocalists were Signoras Zenoni, Mazneco, Tortolini, Davio Maggi, and Signors de Antoni, Caroselli, Gasperini, &c., &c. All were bent on doing their best, and signally succeeded. The Prima Donna was in splendid voice, and charmed all. The Concert was in the Ball Room, which was full, but not crowded. The Countess of Mayo was to have a garden party on the 26th, to be followed by another on the 4th proximo, "from 5 to 7"—ample evening time for those gentle garden games the ladies delight in.

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

LONDON, 23RD FEB., AFT.

The Liverpool Cotton Market to-day was firm and prices were advancing.

Fair Dhollera 10¼d.

The Manchester Market is quiet, but steady.

7 lbs. Shirtings 9s. 3d.
8¼ ,, ,, 10s. 9d.
40s. Twist unchanged.

LONDON, 24TH FEB. AFT.

The Liverpool Cotton Market to-day was dull and heavy.

Oomrawuttee to arrive 9¼d.

(PRIVATE TELEGRAM.)

LIVERPOOL, 23RD FEB., AFT.

Oomrawuttee, on the spot 10⅝d. per lb., to arrive, 9¾d.; 7 lb. Grey Shirtings, 9s. 6d., with a firm market; 8¼ lb. Grey Shirtings 10s. 6d., also firm market.

[BY INDIAN TELEGRAPH.]

CALCUTTA, 25TH FEB., 3 P.M.

The Bank of Bengal has this day reduced its rates 1 per cent. all round.

Govt. Paper { Fours Rs. 4. Fives Rs. 9. Fives and a half, Rs. 13¼.

Exchange, six months' sight, 1s. 11⅝d.
Freights, Dead weight, Rice, £1 7s. 6d. £1 10s.
Jute, £2.
Linseed, £2.
Shirtings Rs. 5-5.
Madapollams, Rs. 2-8.
Mule Twist, 5 annas 11 pie.
Market for piece-goods, quiet.
Market for Twist, quiet.

THE PROPOSED REDUCTION OF ARTILLERY BATTERIES.

No sooner has the natural howl subsided which the reported intention to reduce the marines had evoked, than we are alarmed with another equally extravagant project of reducing artillery batteries to four guns. Had the reduction been proposed for India, the folly would not have been so apparent, for the skeleton state as regards men in which our six-gun batteries are at present would render such reduction much more suggestible, however unjust. Properly manned four-gun batteries would doubtless be far more efficient than the present six-gun ones with their paucity of men; but to reduce the number of guns in India is far too absurd a measure for any War Minister to propose; so that the sooner all idea of artillery reduction is shelved, and an increase in men sanctioned for all our Indian batteries, the sooner will the Right Hon'ble Mr. Cardwell be performing his duty in that state of life into which he has been called.—*Pioneer.*

THE BEZOOTEES.

SOME particulars of the late attack, by a band of Bezootees, on a tower at Kohat, appear in *Indian Public Opinion*. It appears that about two o'clock on the morning of the 13th instant, "a party of twelve or thirteen Ootmakheyl Dowlutzais (Orakzais) surprised the guard in the tower at the foot of the Kohat Kothul. The guard were asleep; the night was dark and rainy; and the marauders contrived to make a ladder and ascend the tower unobserved, and without disturbing the sleeping inmates. The surprise was complete; the policeman who resisted was killed and the rest were carried off to the hills. Subsequently one policeman managed to effect his escape. How far this will involve us in hostilities with the Orakzais, remains to be seen; but it may be assumed that this unprovoked attack on our guard cannot be permitted to remain unnoticed."

A correspondent of the same paper, writing from Kohat on the 15th instant, gives the following:—

"For months past the Jirgahs of the Bezotees have been inundating the station, nominally waiting on the Deputy Commissioner to know the terms of the British Government for their scandalous behaviour last year, but actually to fritter away time and avert the sword of Damocles hanging over their heads for last March's affair. The heads of the Jirgahs, as I have above stated, are in here. About a week ago, during the absence of the Deputy Commissioner on affairs 'Pollocka,' the tribe came down and fired on a tower held by militia, and no notice was taken thereof. Three nights ago, a party of the same tribe came down on the same tower, attacked and took it; one militia man was killed, and two carried away into captivity. Last night again (no notice of the last indignity having been taken) having become bolder a party came and attacked one of the outworks of the station, firing several shots at a tower about 150 yards in advance of the lines of 5th Punjab Cavalry. In a night or two we may fairly expect an attack on one or more of the bungalows of the residents."

VOLUNTEER INSPECTION AT CALCUTTA.

THE annual inspection of the Calcutta Volunteers by Brigadier General Fordyce, Commanding the Presidency Division, took place last Saturday afternoon on the old parade ground. There was a very strong muster of Volunteers present, who were put through several battalion movements by Colonel Walton. The evolutions performed were generally executed with steadiness and rapidity. His Excellency the Commander-in-Chief arrived during the progress of the drill. Shortly afterwards the Countess of Mayo arrived for the purpose of distributing the prizes gained at the rifle meetings. The regiment was drawn up in line opposite the spot which was reserved for her Ladyship, and received her with a royal salute. Her Ladyship at once proceeded to distribute the prizes to the fortunate winners. The following is a list of the prizes and the names of the recipients:—

No. 1 COMPANY.

Lieut. J. Morison—Messrs. Cooke and Kelvey's cup, value Rs. 3 0.

Paymaster Sergeant J. Dods—The Trades' first cup, valued Rs. 263, and Mr. George Dickson's second purse, value Rs. 30.

Private A. Mackenzie—Mr. G. B. W. Lewis's cup, value Rs. 300, and Mr. George Dickson's third purse value Rs. 20.

Private J. G. S. Mackenzie—Baboo Chuckun Lall Roy's carriage clock, valued Rs. 200.

Private A. H. Pirie—Baboo Mohony Mohun Doss's prize of books, value Rs. 200.

Private R. Stuart Moaeth—The Trades' second cup, valued Rs. 179.

Private P. Scott—Second consolation purse, valued Rs. 40.

No. 2 COMPANY.

Ensign J. Lackersteen—The Hon'ble Kwaja Abdul Gunny Meah's cup, value Rs. 350, and Mr. George Dickson's first purse, value Rs. 30.

Private Wittenbaker—1st consolation purse, value Rs. 50.

Private R. Andrews—3rd consolation purse, value Rs. 30.

No. 3 COMPANY.

Captain Fred. G Teale—His Excellency the Viceroy's first prize, a silver tea service, value Rs. 500, and second all Comers' purse, value Rs. 5.

Ensign M. Power—His Excellency the Viceroy's second cup, value Rs. 300.

Sergeant C. Kiernander—His Excellency the Viceroy's third cup, value Rs. 200.

No. 4 COMPANY.

Captain Gordon Robb—Signor Cagli's cup, value Rs. 300.

Quarter-Master J. G. Bowerman—His Highness the Maharajah of Burdwan's cup, value Rs. 200.

Ensign J. Eyears—Messrs. Charles Nephew's cup, value Rs. 250.

Color-Sergeant S. C. Kennedy—Fifth consolation purse, value Rs. 10.

Sergeant W. H. Hallet—The Hon'ble W. Grey's first cup, value Rs. 150; the Trades' fourth cup, value Rs. 60; Mr. George Dickson's fourth purse, value Rs. 30; the National Rifle Association silver medal and fourth consolation purse, value Rs. 20.

Corporal W. H. Hillier—Baboo Sham Churn Mullick's gold watch, value Rs. 200.

Bugler J. J. Meade—The Trades' third cup, value Rs. 90.

Private J. Lindley—The Hon'ble W. Grey's second cup, value Rs. 100, and the Editor of the *Englishman's* prize of books, value Rs. 200.

Sergeant Kelly, H. M.'s 26th Regiment (*Cameronians*)—First all comers' purse, value Rs. 124.

At the conclusion of the distribution of the prizes' Colonel Walton called for three cheers for the Countess of Mayo, which was enthusiastically responded to, and her Ladyship then left under the usual salute. Colonel Walton briefly addressed the Volunteers. He said that General Fordyce had expressed his satisfaction at the manner in which the manœuvres had been gone through, but stated that the Corps wanted more practice in light infantry movements. If he (Colonel Walton) was in command next year, he would give them plenty of light infantry drill. He was now about to bid them farewell for a time, but he hoped on his return to find the regiment double its present strength (Cheers.) Colonel Walton concluded his brief remarks by stating that he now handed over the command of the regiment to Major Fenwick. Three hearty cheers were given for Colonel Walton, and then the parade broke up. The total value of the prizes distributed was about Rs. 5,000.—*Englishman.*

SIR R. TEMPLE'S BUDGET—A RUMOURED DEFICIT!

SIR RICHARD TEMPLE calculated on being able to show a surplus in round numbers of £207,000 in the year 1868-69. Rumour, however, has it that the Secretary of State has lately been drawing for heavy amounts on this Government, and that in consequence there may be a deficit even on the year about to expire. What the Duke wants the money for it is not easy to conjecture. The expenditure caused by the construction of Indian troop transports and that on the new India Offices (amounting together to more than a million and a half sterling) has been cleared off. Is his Grace about to send out a fleet of monitors for the Indian coasts and harbours, or to raise the home cash balance to the four millions and a half sterling at which it stood in 1864-65? The home cash balance is now understood to be over three millions sterling, which is about double what it should be. But there is not an official in India with pluck to inform the India House that the balance should be reduced. The financial estimate for 1869-70 will exhibit an awful deficit if Sir Richard Temple, or rather Government, persists in its *intention* to put by annually in the general treasury, as a reserve and equalization fund, any sum in excess of six and a half millions sterling which the opium revenue for the year may have brought in. The opium revenue for the current year amounts to more than eight and three-quarter millions sterling. The amount to be invested in the reserve fund,—in other words to

ROUTES FROM THE PUNJAB TO EASTERN TURKISTAN.

BY MR. T. D. FORSYTH, C. B., COMMISSIONER AND SUPERINTENDENT, JULLUNDER DIVISION, PUNJAB.

THE President of the Royal Geographical Society in his address at the last anniversary meeting of the Society, has remarked on the grand and impassable mountain region lying between the Central Asiatic countries occupied by the Russians and our great Empire of India, and the complete separation of India from Eastern Turkistan.

Similar opinions regarding the "impassable bulwark of the Himalayas and the mighty barrier of the Kuen Luen, whose mountains rise like a wall 7,000 feet high, with scarcely a crest or depression throughout the entire extent," have been given forth by writers at different times; but now they have received from the mouth of the learned President the fiat of authority, as he refers for a confirmation of his opinion to an article in the *Edinburgh Review*, which he tells us was written by an efficient public servant in India.

Now if official information is to be quoted as the basis of opinions delivered *ex cathedra* by so important a personage as the President of the Royal Geographical Society, it is necessary that such information should be correct.

Whatever may be the opinion of writers at a distance, it is a fact well known to traders and officials on the spot, who have given their attention to the subject, that the Himalayan range, so far from being impassable to traders or even armies, has been already crossed by both, and about is in easy routes hitherto perhaps but little frequented, owing not to any insurmountable physical difficulties, but to political or fiscal opposition, and now being opened to general traffic.

The most valuable information on the subject of routes to Central Asia hitherto put forth, is that contained in a letter and memorandum submitted by Captain Montgomerie, R.E., on the 25th July 1861, to the Punjab Government, and published in Mr. Davies' Report on Trade.

The whole paper is well worth perusal, but the following extracts are given for convenience sake here:—

"There are several routes from the Punjab to Eastern Turkistan, but three only are ever likely to be available for traffic—the first is *via* Kashmir, and Leh; the second *via* Mundee, Kulla, and Leh; the trial *via* Simla, Garoo, and Rudok. The Kashmir route is either direct *via* Skardo or by Ladak; the Mundee road starting from Noorpore, Umritsar, or Loodianah goes by Kullu, and the Simla route either *via* Sooltanpore, Kullu, and the Baralacha Pass, or by the Parunz La (Pass), or avoids Ladak altogether, traversing the Chinese territory, but all, except the latter, cross the Karakoram Pass."

The most direct route to Yarkund, taking the sea at Kurrachee as the starting point, is that *via* Mooltan, Jhelum, Kashmir and Skardo, but as pointed out by Captain Montgomerie, "it is not generally well adapted for traffic."

"The next route *via* Jhelum, Kashmir, and Leh to Yarkund is, in Captain Montgomerie's opinion, 'not only the shortest but the best and cheapest route for traffic from the sea to Eastern Turkistan.' From Jhelum to Leh (Ladak), the route through the mountains is better than any other that traverses the Himalayas; the road between the plains and Leh crosses the Himalayan range by a very remarkable depression of only 11,300 feet, and none of the passes on it exceed 13,300 feet in height, and they are, moreover, open for at least seven or eight months in the year, and could be crossed at any season in fine weather. There is, moreover, between the plains and Leh but one or at the most two halting places without a village in the vicinity, in itself a very great advantage."

The next route in use is that *via* Mundee and Kullu. "The greater part of the traffic between the Punjab, Leh, and Turcistan is carried on by this road, and after the road *via* Kashmir and Leh, it is decidedly the best route from the Punjab to Eastern Turkistan, Yarkund, &c.; though the passes between the Chenab (Chundra Bagha) and the Indus are very high on this route, yet the slopes are so easy that there is but little difficulty in crossing. The route is open for about five or six months, being nearly two months less than the Kashmir route. There are, moreover, nine or ten marches over very elevated bleak mountain land without any villages. To the east of the Baralacha Pass, there is no route well adapted for traffic with Eastern Turkistan."

Captain Montgomerie then gives the following comparative distances by the three routes:—

		Miles.
1st—		
	To Mooltan by river	751
	Thence to Jhelum by river	350
	Jhelum to Kashmir...	192
	Kashmir to Leh	256
	Total ...	1,548
2nd—		
	To Mooltan...	750
	Thence to Lahore	300
	Lahore to Umritsar...	35
	Umritsar to Soolkote	64
	Soolkote to Kashmir	195
	Kashmir to Leh	256
	Total ...	1,600
3rd—		
	As above to Umritsar	1,085
	Umritsar to Noorpore	90
	Noorpore to Mundee	112
	Mundee to Sooltanpore	36
	Sooltanpore to Leh	287
	Total ...	1,610

Taking Umritsar as the starting point, Captain Montgomerie gives the distance to Leh by the Kashmir route at 40 marches, or 515 miles, and by the Mundee route at 41 marches, or 525 miles, over a very much more difficult country.

But it was then pointed out that, owing to the heavy Customs duties in Kashmir, the Kullu route was most frequented. Captain Montgomerie then remarks that—

"Every endeavour should be made to improve the roads when a small outlay is likely to be effectual, and if possible camels should be taken as far as Kullu. The Kashmir road offers great facilities for allowing camels to pass, and a very small expenditure would be sufficient to make the present road passable for camels. The double-humped camel has been brought to Leh several times, and it is capable of carrying burdens over the highest passes. Ladak itself offers but few obstacles to the passage of camels."

According to the state of affairs as represented by Captain Montgomerie, Leh, the capital of Ladak, was the point farthest north to which he carried his comparison of routes, that place being the great market for exchange of goods between Central Asia and Hindoostan. And as is clearly shown by him, the choice lay between the route from Umritsar *via* Kashmir to Leh, and that *via* Mundee-Kullu to Leh, the difference between these two routes being one march or ten miles in favour of Kashmir in actual distance, besides crossing lower passes, and being open for many more months in the year. Moreover, it was then the case that camels could be taken for 15 marches along the Kashmir route, and only 10 marches along the Kullu route.

But since 1861 great changes have taken place, and it is proposed now to consider the comparative merits of the different routes to Yarkund.

Taking Leh as still the great entrepôt of Central Asian commerce, though it will be shown hereafter that this is likely to be changed, we may view the improvement made on each line.

When Captain Montgomerie wrote, there was no Mooltan and Lahore Railway, and his calculation of distances by water will have to be set aside.

We may take Umritsar as our starting-point, that being the chief emporium of trade, and we know that the Maharajah of Kashmir desires all trade to pass by Jummoo, and will give every facility to traders by that line. The road from Jummoo over the Bunihal Pass to Kashmir is not so easy as that by Jhelum, though the pass to be crossed is lower. In a few years time the railroad to Rawul Pindee will be opened, and possibly this may cause some alteration in the point at which Kashmir is entered. As the Maharajah has lowered his duties, and perhaps ere long may abolish transit dues, it may be taken for granted that in a few years time, fiscal considerations will have no weight in determining the line taken by traders.

It may safely be predicted that there will be a vast increase of trade along this line, and perhaps the greater advantages of the Kashmir route with its frequent villages may induce merchants to take that line in preference to another shorter one.

As our object is to extend trade without obtaining any monopoly or preference for any route, every improvement made or facility offered by the Maharajah will be welcomed as proving the identity of his interests with ours.

We may now review the improvement made or contemplated on the Kullu line.

In the first place, a cart road is under construction throughout the whole length of the Kangra valley. At present it is only to extend to Palumpore, but Wuzeer Goshaon, the energetic Prime Minister of Mundee, is anxious to continue the road to the salt mines at Goomah, and this work, it is hoped, may be completed in a few years.

Goomah is 16 marches from Umritsar.

As the Rawul Pindee railroad has been mentioned, it is only fair to take into consideration the possibility of a railroad to Puthankot, the project for which is already under the consideration of the Government.

From Goomah a new road over the Babboo Pass has been made to Sooltanpore-Kullu through Mundee territory, thus saving one march of 15 miles. The road was originally intended only for mules, but the gradient is so easy that there will be no difficulty in taking camels over it when it has been properly widened. Once in Kullu camels can travel with perfect ease up the Bias valley as far as Pulchan, the foot of the Rotang Pass, a distance of 23 marches from Umritsar.

From Pulchan to Leh, the road is passable for laden mules, and that portion through Lahoul is being improved with the slender funds placed at the district officer's disposal. Supplies are collected at every stage, and *serais* are being built at the most desolate halting places in British territory.

Thus instead of the Kashmir route being 10 miles shorter as formerly, it is now 5 miles longer, and instead of camels going 15 marches on the Kashmir route, and only 10 on the Kullu road, they will be able to go 23 marches on the latter road, or, still better, carts can be taken for 16 marches to Goomah.

At present the rates of carriage hire are considerably lower by Kashmir than by Kullu, a difference of Rs. 7 or 14 shillings per horse load being in favour of the former road.

This is owing chiefly to the exceptionally high rates charged in Lahoul, arising out of the physical difficulties which formerly existed, but are now being removed.

Formerly no laden animals could cross the Rotang Pass, and merchandize had to be transported on men's backs. When the trader reached Lahoul, he found himself at the mercy of the inhabitants, who fixed their own terms for the hire of cattle, and often subjected the traders to great annoyance. To such a degree did they carry their annoyance that ever since the road has been made passable for animals, they have tried to assert their right to the monopoly of carriage, and in many ways caused inconvenience to merchants.

Arrangements have now been made for increasing the supply of carriage in Lahoul, and traders have been informed that no monopoly of carriage is allowable. But though improvements have been made on this road, there is still much left to be done, if we would see trade flowing throughout the line without any interruption. When the trade shall have acquired sufficient importance, if it be considered not to have attained that point already, it may be hoped that a proper staff of engineers may be appointed with suitable funds to render the small piece of road from the Rotang to the Lingtee, a distance of 10 marches, as feasible for traffic as the Hindoostan and Tibet Road has been made. At the outside, the whole cost could not exceed half a lakh of rupees.

From Lingtee, the boundary of British territory to Leh, the road passes over two easy sloping passes 17,000 feet high, and crosses a large level plain. The road is perfectly practicable for laden animals, but would be of course improved if labour were applied to it every year.

But we may now consider the effect produced on the different routes by opening out the line between Yarkund and Leh by the Changchenmoo valley, by which the Karakorum Passes are avoided.

Regarding the advantages of this route over all others we have not only the testimony of Mahammad Amin, guide to Adolphe Schlagentweit, as also of Mr. Johnson, but this year the road has been thoroughly examined and reported on by Dr. Cayley, who has satisfied himself that as far as the head of the Karakash river, there is no obstacle whatever to the passage of camels and laden animals of all descriptions. From the Karakash to Yarkund, no difficulties exist, and at a meeting of traders held in Leh in September last, the traders expressed an unanimous desire to see this route brought into general use. The Yarkund Vakeel, who was at the time in Leh, on his return to his own country, not only expressed his concurrence, but is now on his way to Yarkund by that route.

Why a road so free from difficulties should have remained closed so long, and why merchants should have been compelled to take the distressing and difficult route of the Karakorum has not been satisfactorily explained, but we may hope that in future it will be unclosed. And in any case we have established the fact beyond all controversy that the statement regarding the Kuen Luen range rising like a wall to separate Hindoostan from Turkistan without any depression is quite a fiction.

With the prospect then before us, of seeing this route opened to general traffic, I have just travelled over Ladak to ascertain whether shorter routes to Hindoostan cannot be found than that which passes through Leh.

Starting from Leh, the road to the Changchenmoo proceeds along the bed of the Indus in a south-easterly direction for two marches to Chimira, and then striking northwards across the Changla Pass, 17,040 feet high, takes an easterly direction along the Tanskie valley to the Pangong Lake, six marches from Leh, where it enters soon afterwards to the Changchenmoo valley.

Now a glance at the map will show that traders from Hindoostan coming by the Mundee-Kullu route would reach the Changchenmoo and Leh route at Marsheling opposite to Chimira. But unless the object of the traders were to go to Leh for the sake of changing carriage or for other purposes, I have ascertained by personal examination that a much shorter and remarkably easy route can be taken from the Pangong Lake to the Lingtee (Lahoul).

This route† starts along the south banks of the Pangong Lake for 12 or 14 miles, and then passes over broad undulating plains to the Indus, along which it runs for about 15 miles till the village of Modh is reached at the end of the fourth march. A still shorter route to Modh from Chushul over an easy pass is indicated by Mahammed Amin as being passable for ponies.‡

From Modh the new route would cross the Indus and reach the south of the Chomourire Lake in three marches. Thus far the road from Yarkund is perfectly practicable for camels; grass, fuel, and water are to be found at every stage south of the Changchenmoo, and north of that line we have Dr. Cayley's authority that at only one or at the most two stages are grass and fuel difficult to be procured.

From the south of the Chomourire Lake, the road would proceed westwards to the Pangbok Pass, not yet visited by me, but reported by the inhabitants of Doopsan and by traders who have crossed it to be very easy, and with a little expenditure of money and labour it might be rendered completely passable for all animals.§

Across the Pangbok, the road would be taken along the banks of the river Parap or Cherap for one march till it joined the Kullu and Leh road at Lingtee. This road from the Chomourire is even now used for traffic at certain seasons of the year.

By this route, two high passes and five marches are saved between Lahoul, the extremity of British territory, and the Changchenmoo, and as merchants desire, as evinced this year at Leh, to trade direct with Yarkund, this route will be found most advantageous and cheap.

At present the cost of hiring a horse to carry goods from Umritsar to Yarkund is Rs. 72 to Rs. 75.‖ Now, when camels can travel as far as Pulchan, the foot of the Rotang on the south side, and as far as Kiundong, south of the Chomourire on the north side coming from Yarkund, there will be only 14 marches left for goods to be transported on ponies or yaks, even if the interests of the traders are not sufficiently important to justify the completion of the whole road throughout for camel traffic. The cost of freight may then be calculated as follows:—

Hire of camel to Pulchan, 23 marches	Rs.	12
" " pony and porters to Chomourire, 14 marches	"	14
" " camel to Yarkand from " 30	"	12
i. e., Rs. 38 for 4 maunds, instead of Rs. 72 for 3 maunds as at present.	Rs. ...	38

These rates, however, are conjectural; the hire of a camel in the plains of Hindoostan is not more than Rs. 8 per mensem for a load of 6 maunds; whereas here the calculation is at the rate of Rs. 12 to Rs. 16 per mensem for 4 maunds.

It may be at once objected that the idea of camels being found for hire at the Chomourire or in Kullu is quite absurd, and looking at the present state of things, it would be of course out of question. But all these proposals presuppose the establishment of commercial relations between Hindoostan and Central Asia on a proper footing, which will be easy to arrange that the caravans from both lands shall meet and exchange their carriage. At present there is one objection to this line,—that supplies of grain are not to be had. This, however, is an evil easily capable of remedy. More grain is grown in Ladak and Spiti than suffices for the wants of the inhabitants, and this year, owing to the abolition of the oppressive restrictions formerly placed on the export of grain from Ladak, a large quantity has been taken to Rudok in Cainese Tartary. Now Rudok is much farther than the Pangong or Chomourire, and there can be no difficulty whatever in inducing the exporters to take their grain to either of these places, when once they are assured of a good market. A very common objection which arises in men's minds, and often finds expression in depreciation of the idea that any trade can flourish across these mountains, is derived from the fact that such high passes have to be crossed, such cold encountered, and such hardships endured in marching for many days without coming in sight of villages.

But we are not writing for English merchants, who are accustomed to send their goods by rail, and travel themselves in comfortable carriages. We have to deal with a nation accustomed to all the hardships and fatigue of long caravan journeys. And as everything goes by comparison, let us see what is the state of trade in other parts of Asia.

No one doubts the vitality of the trade between Bokhara and Russia, or between Russia and China. Yet what is the description of the hardships undergone by merchants on these routes? I quote from Michell's Travels in Central Asia, page 489:—

"Overcoming in this manner the obstacles which the barbarous Asiatics place in the way of the development of Russian trade, the natural impediments by which nature has cut Russia off from that rich oasis watered by the Syr and Amu remain to be considered. The chief obstruction is presented by a vast extent of barren steppes, traversed however by five principal routes, *viz.*, 1st, from Khiva to Mangyshlak on the Caspian; 2nd, from Khiva to the western shore of the Sea of Aral towards Orenburg; 3rd, from Bokhara northwards to Orenburg; 4th, from Tashkend along the eastern border of the Kirghiz Steppe to Troitsk; 5th, to Petropovlosk; of these the first named is the shortest, not exceeding 1,000 versts, but it passes through waterless regions infested by pillaging Turkmen, and is for these and other reasons unfrequented. The second route, which is 1,300 versts long, is open to much the same objections, and is therefore equally neglected. The third road, that in ordinary use, leads from Orenburg to Orsk, 225 versts, from thence to Fort No. 1 on the Syr Daria, 721 versts, offering a safe traversable road for vehicles; further on, again on the Yang Daria river, about 200 versts, and lastly treads southwards through a completely waterless steppe for 300 versts, from whence to Bokhara there remains a distance of about 200 versts over sandy but less arid localities. The whole distance from Orenburg to Bokhara is reckoned at 1,700 versts. From the fortress of Orsk to Bokhara there are forty stages, and as many from Troitsk to Tashkend. Along this last route, good pasture for cattle is found. Still better, however, is the road from Tashkend to Petropovlosk, which is throughout the whole distance passable for wheel carriages, and though it extends across a barren steppe, wells are to be found along it.

"The length of this road is 1,600 versts. It is only lately that certain kinds of goods are transported from Russia into the steppe as far even as the banks of the Syr by means of oxen and carts. The ordinary mode of carrying goods is on camels, which animals are alone capable of supporting the want of water or of drinking water of bad quality, while they can also subsist on the prickly shrubs of the steppes. Goods are despatched by caravans, and only at those seasons of the year when snow hurricanes in winter, and the sultry heat and aridity of summer do not render the steppes impassable. Owing to these circumstances, only two caravans pass between Bokhara and Orenburg during the year, and the number of cattle and men forming the caravan is in proportion to the difficulties to be encountered on the journey. The number of beasts of burden in the caravan is also governed by the supply of water and pasture along the road. The route from Khiva to the Caspian has been abandoned on account of the scarcity of water and pasture. Caravans are from two to two and a half months performing the journey from Orenburg to Bokhara, and vice versa. The cost of transporting goods is from five to fifteen roubles, or averaging ten roubles £1-10 per camel carrying a load of sixteen puds or 576 lbs. avoirdupois. From Orenburg to Bokhara the price paid is 60 copecks per pud, or 5s. 8d. per cwt."

The following description of the extraordinary route by which tea is conveyed to Russia from China is taken from Mr. Lumley's report:—

"A considerable proportion of the tea destined for the Kiachta overland market is sent direct from Hankow down the Yang-tse Kians to Shanghai, some is also sent from Foochow and Canton to Shanghai; but most of it is collected in the province of Fukien to the north-east of Canton, from whence it is despatched by land or water to Chuh-Chan. Thence it is conveyed by coolies in the manner described by Fortescue over the mountains to Kin-Chan. Here the tea is loaded in small boats, taking about 200 chests each; it is then conveyed 40 versts down a stream into the Chen-tang, where it is re-loaded into boats carrying 500 chests. Passing the town of Hankow, the boats emerge into the Eastern Sea, and coasting along reach the river Kiu-kiang, up which they proceed to the town of Shanghai. Here the tea is reloaded into larger vessels carrying as much as 1,500 chests, besides other goods. These vessels after leaving Shanghai proceed along the coast to Tientsin, which place they reach if the weather is favourable in about fifteen days.

"The tea is once more re-loaded at Tientsin into small boats taking about 200 chests, which follow the winding of the stream Barboro, and reach Tienshai, about 22 versts from Pekin, in the space of ten days. From this point, the tea is transported by land on camels and in bullock carts to the frontier fortress Changkea or Kalgan at the great wall, a distance of about 252 versts, and thence across the steppe or desert of Gobi, 1,282, to Kiachta.

"The transport of tea from Fukien to Kiachta occupies two or three months according to circumstances."

From Kiachta the winter route is by Selengisk and Verdne Udinsk, and across Lake Baikal over the ice to Irkutsk, a journey of from seven to eight days.

This winter route is generally available from the middle of January to the middle of April. Lake Baikal is 350 miles long and 40 miles broad; there is occasionally great difficulty in crossing it in consequence of its surface being free from snow, but it is seldom completely frozen till the storms have ceased.

At Irkutsk, the capital of Eastern Siberia, part of the tea is retained for sale in that province, and of the January arrivals, a portion is forwarded by the fair at Irbit. At this fair, purchases are made for Western Siberia and for the Governments of Prem Kazan, Archangel, Orenburg, Viatka, and Vologda. The tea despatched in February to Tomsk generally remains there during the spring, at which time the roads are impassable, and in the month of May, it is sent from Tomsk to Tiumen partly by land, but chiefly by water, that is to say by the river Tom into the Ob, from the Ob into the Irkutsk, and thence into the Tara, by which stream it reaches Tiumen about the latter end of June. From Tiumen the tea is conveyed by land to Perm, a journey of about twelve days; here it is loaded into craft on the Kama, down which river it is carried into the Volga at Kazan, and thence up the Volga to Nijni Novogrod, which place it reaches about the end of July. Nijni is now connected with Moscow by railway, a journey of only twenty-four hours. The transit from Kiachta to Nijni Novogrod often occupies six months, owing to the delays occasioned by the ice on the rivers, but it is sometimes performed in half the time.

The distances by this route are as follows:—

	Versts.
From Kiachta to Irkutsk	557
" Irkutsk to Tomsk	1,534
" Tomsk to Tiumen	1,748
" Tiumen to Kazan	1,216
" Kazan to Moscow	821
Total...	5,976=1,452 miles.

The distance from the tea-growing districts to Kiachta is reckoned at 500 versts, making a total of 10,936 versts = 7,291 miles, which the caravan tea has to traverse before it reaches the Moscow market.

We are told by Mr. Lumley on the authority of General Kryzanowski that, in consequence of the Tunguni insurrection in Chinese (Eastern) Turkistan, and the trade between China and Kashgar being stopped, Central Asia had to go without tea. Some of the enterprising Tashkend merchants, however, ordered large supplies from the fair at Irbit, a distance of 3,000 versts!

Now from the foregoing extracts, it will be seen that caravans are from two to two and a half months' journey between Bokhara and Orenburg, and cross three large deserts. Between Yarkand and Palumpore where the fair may be taken to correspond with that at Orenburg, the journey by the route just indicated will take 55 days, and as caravans would only pass during the summer months, when all the snow would have disappeared from the passes traversed, no inconvenience from cold would be felt, and for the rest, there is more water, fodder, and fuel to be found on this route than is to be had on the Bokhara and Orenburg line. It has been said that the road over the Himalayas is only fit for yaks, but this is conjectural, and we do not find it to be the case on the Russian line, and there is no reason why we should demand impossibilities for our route, or abandon it because we cannot effect what is contrary to custom.

The case as regards tea is still more remarkable. From Kangra to Yarkund is only a journey of two months, just about as long as the tea takes to reach Shanghai from the Chinese plantation; from Yarkund to Tashkend the journey takes 20 days, and yet owing to our want of proper intercommunication with Russia, the merchants of Tashkend had to get their tea *via* Irbit, a distance of 3,000 miles, whereas they might have got it direct from Kangra or Hindoostan, a distance of less than 1,000 miles.

A word too may be said on the subject of the great barrier which a mountain, 17,000 feet high, is supposed to offer to trade. Such a remark can only be made by a person wholly unacquainted with the Himalayas. All who have travelled in these regions know that, with the exception of the Rotang, the lowest pass of all is that over the Karakorum, and the other mountain declines over the Rotang; a mule road has been made, and may be still further improved as the increase of traffic shall demand it.

There is no intention in putting forward this paper of endeavouring to create a prepossession in favour of this Himalayan route over the more popular and easy route via Afghanistan. But there is this one present advantage in favour of this mountain line, that no hostile country has to be crossed. As soon as Kashmir territory is left, the caravans reach Yarkund, the ruler of which country would gladly enter into close relations of friendship with us, and only a few days ago a letter from a tea planter appeared in one of the Indian newspapers, lamenting that, although such excellent prices were to be had for these teas if they could only reach the Russian frontier, this was impossible via Afghanistan, owing to the present unsettled state of affairs and the utter absence of all protection of British interests. Had the Indian tea planter known of this route now pointed out, he might have sent off his teas and realized the high profits, which he says await his grasp.

Briefly to summarise the improvements which have taken place since Mr. Davies' report of 1863 was published. Then the chief obstacles to trade were the heavy duties levied by the Maharajah of Kashmir at Leh and on the frontier of the Punjab, the difficult route over the Karakorum, and the insecurity of the road between Leh and Yarkund; also the rugged and uninviting character of the road between the Punjab and Leh via Mundee and Kullu. Still, with all these difficulties and restrictions, as remarked by Captain Montgomerie, from time immemorial there has always been a trade between Hindoostan and Eastern Turkistan, and the wonder is that trade should have diminished, but that it should still survive.

Since then we have seen the following improvements effected. The Customs duties of the Kashmir Government have been reduced to an uniform rate of 5 per cent. *ad valorem*, and all obnoxious cesses and exactions have been abolished. The Maharajah has opened out the route through his territory, and by establishing fairs at Jummoo and Leh has given great inducements to traders to frequent the Ladak market.

Further, we have in our favour the openly announced desire of the ruler and people of Yarkund to trade with us, and their very urgent demand for tea, of which the nearest point of supply is reached much more quickly by the Mundee-Kullu route than by any other. Seeing that the Kangra tea plantations are only 55 days distant from Yarkund, where Rs. 4 = 8 shillings per-lb., are readily given for inferior kinds of tea; where as Calcutta is the next nearest point for China teas to be procured for the Turkistan market, it may be hoped that the Kangra planters will not be slow to avail themselves of the advantages now offered them.

No mention has been made by Mr. Davies or Captain Montgomerie of the route to Yarkund and Kashgar from Peshawur via Chitral, which some writers suppose must supersede all other lines. As this route passes through countries infested with fanatical tribes always hostile to, and at present in antagonism with the British power, it may be time enough for us to discuss the comparative merits of the different routes when they are all equally open. But in addition to the testimony of Mahammad Amin, who describes the Chitral route as the easiest of all, *except* the Changchenmoo, I may mention a fact within my own cognizance. For several days on my journey to Leh, I was accompanied by two merchants, natives of Boneir, who told me that they had formerly traded by the Chitral route, but last year hearing in Yarkund of the facilities offered to traders by the Leh route, they came that way. They are now returning by it, and said the superiority of this line was so great that they should always adopt it henceforth.

21st September 1868. T. DOUGLAS FORSYTH.

* Marked red on the map.
† Marked blue on the accompanying map.

Pangmik to Meyrick	1
Chushul	2
Chagga	3
Modh	4

‡ But if this line were taken, it would pass by Pugs, and join the old line at Rukchin.

§ Since writing the above, I have perused Captain, now Major Gerard's, Commissioner's report on the boundaries between Ladak and British territory, and find that 21 years ago he advocated opening out this same route. I give the following extract from his report:—

"As there was a well trodden foot-path up the left bank of the Cherpa (or Tsrap), and as the Lahoules, who were with us, stoutly denied all knowledge of it, it seemed certain that this must be one of the principal routes used by the smugglers of shawl wool between Rudok and Lahoul. As we could obtain no information regarding this route, we determined to despatch a trustworthy party up the Cherpa, who should rejoin us at the Chomourire Lake, as we had little doubt that the route would end on the southern end of the Lake. On their return, the party reported that they had found a bridge five miles above the junction, and that the pathway was perfectly practicable even for laden animals, with the exception of an extensive landslip near the head of the Cherpa river. Several traders or shepherds' encampments were noticed on this route, where both grass and fuel were procurable in the neighbourhood of the river. They described the pass at the head of the river as being so easy, that with a little labour, it might be readily made into a very good one. From thence, after a short descent, the route ran over stony alluvial flats along one of the feeders of the Para river, and over a low pass to the southern end of the Chomourire Lake, as we had anticipated. A glance at the map will show that this route leads directly from the shawl countries of Rudok and Gardok *via* Hanle and the Para and Cherpa rivers to the Lahoul boundary at Pisiang dadda. Were this route to be opened up by the British Government, and a few karawsahs or travellers' houses built at convenient distances, our traders in shawl wool from Noorpore and Rampore would be saved the heavy duties which are now levied by the Maharajah Golab Singh."

‖ This rate, it is hoped, may be reduced when the Changchenmoo route is brought into use.

SPORTING.

THE BOMBAY HUNT SKY RACES.

SATURDAY, 27TH FEBRUARY 1869.

STEWARDS.

G. S. V. Fitzgerald, Esq. | F. Souter, Esq., C. S. I.
T. P. H. M. Filgate, Esq. | F. F. Arbuthnot, Esq., C. S.
Charles Ashburner, Esq.

Races to be run on a course marked out on the Flats.

1ST RACE.—A sweepstakes of Rs. 20 each, with Rs. 200 added from the fund. For all horses that have never started for public money, the property of *bonâ fide* residents in Bombay; about 2 miles over a steeple chase course, 12 stone. English and Colonial horses to carry the usual penalty with the allowance for mares and geldings. Entrance to be made on wednesday, the 24th February, before 5 P.M. Three horses from different stables to start or the public money will be withheld.

Capt. Filgate's.....B. Aus. G. Viceroy.
Mr. Crawford's.....C. Cape G. Norman.
Mr. S.'s .....B. Aus. G. Old Royal.
Capt. Graham's.....G. A. H. Moradi.
Mr. Merry's .....G. Aus. G. Lottery.
Mr. Blueshirt's.....B. A. H. Smut.
Do. .....C. A. H. Deerslayer.

2ND RACE.—A sweepstakes of two Gold Mohurs each, with Rs. 200 added from the fund. For all horses; about 2 miles over a steeple chase course, 11 stone. The usual penalty on English and Colonial horses with the allowance for mares and geldings; previous winners once to carry 3 lbs. extra, more than once 10 lbs. No winners at the Bombay meeting, 1859, allowed to enter. Entrance to be made on Wednesday, the 24th February, before 5 P.M. Three horses from different stables to start or the public money will be withheld.

The Spider's.....P. Aus. M. Kitty.
Mr. F.'s.....G. Aus. H. Chowkra.
Mr. T.'s.....B. A. G. Dandy.
Mr. B.'s.....Roan A. H. Blue Peter.

3RD RACE.—A sweepstakes of one Gold Mohur, with Rs. 100 added from the fund. For all galloways that have never won, the property of *bonâ fide* residents in Bombay; about 2 miles over a steeple chase course. Fourteen hands to carry eleven stone, seven pounds allowed for every inch under. Entrance to be made on Wednesday, the 24th February, before 5 P.M. Three horses from different stables to start or the public money will be withheld.

Mr. Sam's .....B. A. G. Bantam.
The Spider's .....W. A. G. Jerry.
Mr. Blueshirt's.....B. A. G. Bay Momus.
Mr. G.'s.....G. A. H. Sawny.

4TH RACE.—A sweep for all Hockey ponies, thirteen hands and under, that have been used with the Bombay Hockey Club. Owners up, about half a mile over fences. Entrance Rs. 10 to be made on Wednesday, the 24th February, before 5 P.M.

Mr. B.'s..... ..B. P. Punch.
Mr. M.'s.....G. P. Sambo.
The Spider's .....G. P. Web.
Mr. Blueshirt's.....G. P. Sitonisead.
Mr. G.'s .....C. P. Simkin.

5TH RACE.—Scurry for all horses *bonâ fide* the property of residents of Bombay, weight for inches, 2 stone in excess of Byculla standard, half mile. Rs. 100 from the fund. Entrance Rs. 15. To close and name on Wednesday, the 24th February, before 5 P.M.

Col. Graves'.....Elea. bn. G. A. G. Mainstay.
Mr. H's.....C. A. H. Potomac.
Mr. B.'s.....Roan A. G. Hopshee.
Mr. A.'s .....G. A. H. Baba.
Mr. Langley's.....B. A. H. Compensation.

N.B.—All horses and ponies starting for this meeting must be *bonâ fide* property of European gentlemen, and must be ridden by European gentlemen riders. Gentlemen riding without colours will be fined Rs. 10 each time.

1st Bell at 3 o'clock precisely.

NOTICE.

Gentlemen are particularly requested not to ride alongside the horses while they are running, as it causes confusion, and interferes with the Races.

F. F. ARBUTHNOT, C.S.,
Honorary Secretary.

P. S.—Subscribers are requested to pay the amount of their Subscriptions to Mr. Edward Morriss, Treasurer.

Riders in the Bombay Hunt Sky Races on Saturday next are informed that weighing will commence at 3 P.M., and that the Starter will send off the Horses in the 1st Race from the Starting Post at 4 P.M. precisely. Horses not at the Starting Post at that time will not be waited for, so all Riders are particularly requested to be good enough to be punctual.

The 2nd Race will be run at 4-30 P.M., the 3rd at 5 P.M., the 4th at 5-30 P.M., and the 5th at 6 P.M.

F. F. ARBUTHNOT,
Byculla, 25th February 1869. Honorary Secretary.

THE PIT-STALLS.

THE pit being done way with, or nearly so, that which remains of it having become the exclusive kingdom of the *claque*, there remain the modern pit-stalls awkward and stiff; but under the appearance of *comme il faut* do you find some of the true principles of politeness and consideration there than in the pit of former times, where civility between the spectators was a generally admitted rule?

For example, here is a gentleman, with a faultless tie, dress, and gloves, who finds it the most natural thing in the world to arrive at the theatre after the curtain has been raised some time, and disturb a whole row of spectators in the middle of a piece, who are obliged to get on one side, get up partially, or even altogether to let him pass.

Formerly he would have asked for the passage as a favour; he would have been full of excuses.

Now-a-days, there is nothing of the sort; not even a word of regret; nothing but a slight, imperious touch with the knee, as much as to say, "Let me pass; all the worse for you if I disturb you."

I have paid for my stall.

In answer to that he says, "I have paid for my stall, surely I have a right to it."

The right is incontestable, but what a mode of exercising it!

It is a serious error to think that because you have hired a stall at the box-office, you are free to take possession of it with trouble and importunity to others; or when you are installed there to lie down like a Pacha, as some people do, always thinking themselves very *comme il faut*, who stretch themselves out at a play almost as if they were in bed.

Your money has rights, but the public also has its rights; you owe it personally proper behaviour and politeness; you have hired your stall, but you have not hired the whole house.

"But then," says he, "Why are the rows of stalls so narrow and incommodious as to cause a crowding among the spectators, and as a consequence, impoliteness?"

All the more reason that your education should overcome and repair as much as possible the fault of the architecture of the building.

—*Translated from "Les Gens Mal élevés, by Arnould Frémy."*

THE POPE ON FEMALE LUXURY.

(*Saturday Review.*)

"THE Sovereign Pontiff," says our contemporary the *Tablet*, "with that tender and unabating solicitude with which he watches over the children whose souls are committed to his charge, puts his finger upon the evils which corrupt society, and continually points out the practical remedy which is at hand." We cannot profess the same reverence for Papal authority which inspires these characteristic sentences, and we don't expect the Papal finger to be guided with unfailing accuracy. Still we may regard with curiosity the expression of opinion thus solemnly recommended to our notice, if only as coming from the venerable head of a body of acute, though prejudiced, observers. The Roman Catholic priesthood could certainly, if they chose, tell us a good deal about the weaknesses of modern society; and the Pope's remarks will naturally reflect the opinions current amongst his order. The evil upon which he dilates upon the present occasion is that of "female luxury and extravagance." This is, he thinks, a "terrible scourge which is everywhere spreading its ravages," and has even crept in to some extent amongst the population which has the peculiar blessing of special Papal superintendence. "It is this," he informs us—and perhaps it scarcely needed a Pope to detect the chain of cause and effect—"which is the occasion of brilliant assemblies, public promenades, and theatres." It leads woman to run about perpetually from house to house, and to spend their time in "idleness, curiosity, and indiscreet conversation." It renders marriage difficult, and consumes the patrimony of children. Men, it seems, are unwilling to undertake the enormous expenses which their wives incur; and, if any one should doubt so startling an assertion, he will be crushed by a quotation from Tertullian. "Ten million sesterces," as that author assures us, "are spent upon a necklace;" and possibly he might be confirmed by more modern lists of Parisian prices. This impediment to marriage produces all kinds of disorders; "and seeing"—as the Pope remarks in an elaborate, but, as we might have profoundly imagined, rather unnecessary chain of reasoning—"that a town is composed of families, a province of towns, a kingdom of provinces, then, the family being corrupted, it poisons at its source the whole of society, and insensibly prepares for it those calamities which at the present day are overwhelming us on all sides." From all which the Pope infers that "his dear daughter in Jesus Christ, Marie de Geatelles," has written an excellent book; and he augurs a most happy success for her enterprise, which is, it appears, the organization against luxury of the women of the period, and, above all, of those who have enrolled themselves as Christian mothers and Children of Mary.

There is certainly no doubt that the women of our age are a great deal more frivolous and luxurious than they ought to be. Money is spent upon assemblies and public promenades and theatres, much of which might be spent more profitably. Women run about to five o'clock teas and elsewhere when they had better be looking after their children, and their conversation would not always bear to be reported by a shorthand writer. If necklaces don't sell for ten million sesterces, they cost a great deal more in modern money than their purchasers can always afford. This, and much more than this, is very true, and is much to be regretted. We have, indeed, heard something very like it before. As the Pope's appropriate quotation shows, Tertullian was indulging in the same vein of rhetoric, and probably with equal justification, over sixteen centuries ago. Before his time the Hebrew prophets had found occasion to denounce the feminine propensity for luxury after the fashion of their day—at least if the translations (which has been doubted) may be trusted. There might be made with very little trouble an uninterrupted catena of denunciations of this unfort

ADMIRAL ROUS AND Mr. DAY.

(Saturday Review, January 23.)

Let us suppose the existence of an impossible social monster of the day who knows nothing of racing, and who never saw a race and never made a bet. He would—but writing in the third person is to our craft a weariness to the flesh; so we will fall back on the great *omnes solus*, and describe the ignoramus we have in view under the more convenient and tripping We. We, then, let us say—we never saw a race. We know nothing of horses, though judgment in horses, sermons, music, and pictures comes by nature to the intelligent Briton. Our notions about the anatomy of the noble creature are extremely hazy. We should be sorry to have to answer a paper in which we were called upon to describe the place in the equine economy of pastern, fetlock, hock, cornet, coffin, or withers. What frog and thrush have to do with a horse passes our conception. Of spavins, ringbone, curbs, and all other technicalities of the veterinarian art we are as ignorant as of the atmosphere of Uranus. And of course we know nothing of the art and mystery of betting. Though, by the way, this is not a matter of course, for we believe there are "Turfites" who are very great in the Ring, but who scarcely know a horse's head from his tail. Our ignorance, however, is dense, total, complete, and thorough. The only book-making we are concerned with is a craft unknown to Tattersall's; and as to Tattersall's, as far as personal experience goes, we don't know whether Tattersall is a man or a mountain. With the serene indifference which happily awaits the crassest ignorance, the frightful rumour that there may possibly be no Derby this year, if ever, affects us but lightly. As far as his own sympathy goes, we feel as much interest in the chariot-race run at the last Olympic meeting as in the favourite for the St. Leger or the Thousand Guineas. The only consolation attending our humiliating position towards the horsy world is that we can approach and canvass Turf topics with an indifference almost insolent, and with an impartiality which may be thought contemptuous. Such is our attitude towards the case—or threatened case—of Day *v.* Rous.

This case originated in the last Derby. For that race the late Lord Hastings had entered two noble animals, The Earl and Lady Elizabeth. Immediately before the race, The Earl, which was a high favourite, was withdrawn—or, in the language of the craft, scratched. Whereupon all sorts of ugly and angry things were said, and upon these sayings Admiral Rous indited the following letter, which, as it is an historical document, we reproduce from *The Times* of Jan. 16, 1868:—

TO THE EDITOR OF "THE TIMES."

SIR,—Observing in your paper of to-day the following paragraph, quoted from the *Pall Mall Gazette*—"The *Sporting Life*, with more audacity, mentions what Admiral Rous said on the course, that if he had taken as much laudanum as had been given to the mare he would have been a dead man," permit me to say that it is perfectly untrue. My belief is that Lady Elizabeth had a rough spin with Athena in March, when the Days discovered she had lost her form—a very common occurrence with fillies when before severely trained at two years old; that when the discovery was made they reversed a commission to back her for the One Thousand Guineas Stakes at Newmarket, and they declared that Lord Hastings would not bring her out before the Derby, on which he stood to win a great stake. I am informed that when Lord Hastings went to Danebury to see her gallop they made excuses for her not to appear. If he had seen the move, the bubble would have burst. But the touters reported, "she was going like a bird;" £10 will make any horse fly if the trainer wishes it to rise in the market. *She has never been able to gallop the whole year.* Lord Hastings has been shamefully deceived, and with respect to scratching The Earl, Lord Westmorland came up to town early on Tuesday from Epsom to beseech Lord Hastings not to commit such an act. On his arrival in Grosvenor Square he met Mr. Hill going to Weatherby's with the order in his pocket to scratch The Earl, and Mr. A. Padwick closeted with Lord Hastings. In justice to the Marquis of Hastings I state that he stood to win £35,000 by The Earl, and did not hedge his stake money. Then you will ask, "Why did he scratch him?" What can the poor fly demand from the spider in whose web he is enveloped?—I am, sir, your obedient servant, H. J. ROUS.

13 Berkeley Square, June 15.

What this, to a non-expert, seems to mean is that Admiral Rous charged with a grossss fraud certain notables called "the Days." Who is to be the accuser, who are the accused? The accuser, Admiral Rous, is the very Bayard of the racing chivalry. He is the foremost man of the famous Jockey Club, an institution composed of great lords and notables—the choice "nobs and swells," as the betting shop-boys call them—who have charged themselves with the duty of constituting a Court of Honour and of Final Appeal; to whose decision everything relating to racing disputes and racing honour is referred. Admiral Rous is, likely the Virgilian hero, a man grave with racing piety and merits; and the counsel of this great Ahithophel of the betting ring—that is, of the Admiral—is as if a man had inquired at the oracle—not, however, altogether of God. Who are "the Days," thus dignified into a noun of multitude? Very famous trainers generally, and famous specifically as trainers of Lord Hastings's two animals, The Earl and Lady Elizabeth. What the Admiral says, or seems to say, in his letter, is that "the Days" knew that Lady Elizabeth had hopelessly broken down, but concealed this fact from their employer: that they also knew that The Earl was a very good horse, and likely to win; that, with this knowledge, they, or their friends, spread, or caused to be spread, the report that Lady Elizabeth was the best horse: that [illegible] Moylan—H. C. & R. S. Co.
course to lose, because they or their friends had made a book against her. Admiral Rous, whose letter is formally only a vindication of Lord Hastings who had been severely condemned for withdrawing The Earl, compares his motive [illegible] "the poor fly," and "the Days"—and apparently other folks—to "the spider." This letter was either the most distinct charge of fraud against, or the clearest libel on, "the Days" that could be written. So "the Days" thought, and Mr. John Day immediately commenced his action for libel against the Admiral; and from June to January the sporting world, as their airy prophets would say, has been on the *qui vive* awaiting the great trial Day *v.* Rous.

But on Wednesday said sporting world was, as again they would say, electrified by the publication of the following novel correspondence—*simplex munditiis*:—

ADMIRAL ROUS AND THE TURF.

TO THE EDITOR OF "THE TIMES."

SIR,—On the 16th of June last a letter appeared in your columns from Admiral Rous, under the title of "Admiral Rous on the Turf," containing reflections upon me and my family.

I have now to request the favour of your giving publicity to a letter which has been addressed to me by the Admiral, withdrawing his former letter, and a copy of which I beg to enclose.—I am, sir, your obedient servant, JOHN DAY.

Danebury, Stockbridge, Hants, Jan. 19.

13 Berkeley Square, Jan. 18.

SIR,—As the legal proceedings pending between us have been stopped by you, I now withdraw my letter published in *The Times* newspaper on the 16th of June, and the fact of my having addressed a second letter to the Editor on the same day, requesting him not to insert the first, is a proof that I did not consider myself justified in desiring it to be published.—I am, sir, yours, H. J. ROUS.

To Mr. Day.

We have preferred to preserve this remarkable correspondence just as it was published, for several and obvious reasons. First, we would not willingly see die so valuable and curious a contribution to epistolary literature. Next, because, from our acknowledged incapacity as regards the whole subject, it would be silly in us to pretend to illustrate it. Such a text is its own best scholiast. And, lastly, because in addition to our melancholy ignorance about things equine, we are equally at fault when we enter a moral world in which this sort of thing is possible. Were we to venture on saying what we think, what we think would be quite useless, because we have no experience of the customs, the habits and thoughts, the ethical system, and the duty towards one's neighbour which prevails and is apparently accepted in the sporting world. We survey it as a group of phenomena, very curious and extraordinary, but which concerns us as much or as little as a monograph of the mind or personal habits of the pterodactyl, or pre-Adamite man. If the matter were one of this *Tentos-Kosmos*, it would seem to come to this:—Admiral Rous makes a grave and serious charge against Mr. Day in a letter to *The Times*, and no sooner has he written it than, on the very day of writing it, he thinks better of it, and tries to get the letter suppressed. Somehow he fails in this; but though he wishes he had not written, still what he has written, like another distinguished but not voluminous author, he has written; and apparently the gallant Admiral, more valiantly than prudently, does not for six months withdraw the libellous letter. Mr. Day, justly and most creditably indignant at the imputation cast on him, does the only thing an honest man could do. He, as the old women say, will make the Admiral prove his words. So things go on for six months. When all of a sudden the deadlock, like that in the *Critic*, is unlocked by everybody dropping his weapons. Ground arms; as you were. Admiral Rous has not proved his charge; Mr. Day has not replied it. Mr. Day withdraws his action, and the Admiral withdraws his letter; whether the charge itself is withdrawn we, not being acquainted with the Turf, know not. Admiral Rous is not now charged with being a libeller; Mr. Day is not now charged with being a rogue. But the charges were made, and they were either true or false; but which is true and which is false, or whether under the circumstances both, either, or neither may be true or false, or both true and false, who can say? If the thing had happened among men, such as men are, we should say that either Mr. Day ought never to have said he was going to vindicate himself, or he should have gone on vindicating himself; either Admiral Rous should not have made his charge, or should have stuck to it. As it is, Admiral Rous seems to have made animputation which he is unwilling or unable to prove; or—or it may be, and—Mr. Day undertook to prove an innocence which he is unwilling or unable to prove. Does the Admiral say that he made an unfounded charge? he says no such thing. Does Mr. Day say that he has triumphantly vindicated his honesty? he says no such thing. Only both parties find it convenient to let the whole affair drop. The action is withdrawn, and the letter is withdrawn; but whether the action is withdrawn on condition of the letter being also withdrawn, or whether the letter is withdrawn on condition of the action being withdrawn, and which withdrawal was first proposed and first accepted, and from which side the surrender was suggested, we at any rate know not. Very likely we shall hear that the sporting oracles congratulate themselves and their peculiar people on the good feeling displayed by all parties—on the necessity of avoiding public scandal—and the happy termination of this painful matter. But then we are not sporting people, and to our poor minds the termination of this queer business is just the most discreditable thing about it. To hush up such a case aggravates it. "Brother, brother, we're both in the wrong," may be a very amiable sentiment, and is a very convenient conclusion in this case. But the case is just one of those in which we wrongs certainly do not make one right.

VESSELS IN BOMBAY HARBOUR.

(c.l. signifies the dates when vessels commenced loading.)

FOR LONDON.

1042 Earl Russell, Sargent—Bell, Ventz & Lucious.
632 Lady Macdonald, Kennedy—Sir C. Forbes & Co. [c.l. Jan. 19

FOR LIVERPOOL.

1033 Aaron Brown, Harley—Lawrence & Co
962 Ambrose, Carvell—Stenhouse & Co. [c.l. Jan. 9
1249 Arundel, Symons.
1282 Ardgowan, Ker—W. Nicol & Co. [c.l. Jan. 29
1348 Ambrovn, Fullerton—Rennie, Scovell, & Co. [c.l. Dec. 9
1378 Atmosphere, Oram—Sir Charles Forbes & Co. [c.l. Jan. 18
1155 Aurora, Walker—The Dubash. [c.l. Dec. 15
697 Alma, Moss—Lawrence & Co. [c.l. Jan. 18
1027 Bonnie Dundee, Connor—H. Bomanjee, Touche, & Co.
1011 Braunstone, Nickels—Stenhouse & Co.
1267 British oneal, Garratt—W. Nicol & Co.
1199 British India, Tauzer—R. Steuart & Co. [c.l. Jan. 21
1172 British Viceroy, Peterson—R. Stuart & Co. [c.l. Jan. 27
962 Castine Lynch, Purser.
1200 Colombo, McMillen—Sir C. Forbes & Co. [c.l. Jan. 10
1496 Dreadnought, Scott—Rennie, Scovell, & Co. [c.l. Jan. 25
1103 Eastern Belle, Brisbe—M. Nusserwanjee & Co. [c.l. Jan. 11
2321 Edinburgh, Logan—E. ates & Co. [c.l. Jan. 25
1010 Erie, Raisbeck—W. Nicol & Co. [c.l. Nov. 6
1178 Evelyn, Boag—Edward Bates & Co. [c.l. Dec. 9
1206 Feronia, Gaine—W. Cooper.
1144 Glenlyon, McIntyre—Rennie, Scovell, & Co. [c.l. Jan. 13
1450 Greyhound, Jackson—The Captain. [c.l. Nov. 11
1299 Hans. h Law, Sha.k—A. Brice & o.
814 Hadaco., orry—Finlay, lark, & Co.
1117 Helen Scott, cribble—Coupland & Co.
1267 Indian Chief, Smith—W. Nicol & Co. [c.l. Nov. 1
1198 John Elliott, Griffiths—W. Nicol & Co. [c.l. Dec. 10
1535 Macedon, Wittayeambe—W. Nicol & Co. [c.l. Nov. 6
1384 Madjesy, Kett—Ritchie, Steuart, & Co.
1127 Moratazu, Dingwall—W. Nicol & Co. [c.l. Nov. 6
1284 Mary Stenhouse, Woodman—Edward Bates & Co [c.l. Dec. 9
1264 Mary Stenhouse, Ross—Merwanjee Nusserwanjee & Co. [c.l. Jan. 11
1595 Melbourne, Symington—Edward Bates & Co. [c.l. Jan. 14
1127 Mic Mac, Rodinson—John Farrar & Co.
1354 Minerva, Turner—Sir C. Forbes & Co. [c.l. Jan. 26
1284 Nora, Miller—Ritchie, Steuart, & Co.
569 Northumbria, Knight—obinson & Co.
1189 Ophelia, Strickland—Wallace & Co.
1353 Pearl of India, Osborne—eanle, ovell, & Co.
1185 Pride of the Fort, Jordan—Bomanjee, Touche, & Co.
1 38 Prince George—Soares brothers. [c.l. Jan. 6
1134 Queen of the Lakes, Stobie—Volkart Brothers.
703 Romulus, Needham—Jefferson, Campbell, & Co. [c.l. Jan. 15
1444 Rothesay, Main—W. Nicol & Co.
1262 Rutlandshire, Chesver—Stenhouse & Co. [c.l. Nov. 11
1116 Sandringham, Muir—W. Nicol & Co. [c.l. Feb. 1
1354 Sir John Mandeville, Greig—Remington & Co. [c.l. Jan. 12
1087 T. E. Lennox, Rainey—Namabhoy & Serabjee. [c.l. Jan. 11
966 Tangier, McNabb—Merwanjee Nusserwanjee & Co.
947 Templar, Rogers—Tudor Co. [c.l. Jan. 14
1176 Thomas Seddon, Mesnard—Rennie, Scovell, & Co.
1193 Thunderbolt, Hore—Coupland & Co.
673 Toftcombs, Russell—W. Nicol & Co.
1225 Western Belle, Montgomery—Lawrence & Co. [c.l. Dec. 15
1147 White Jacket, Johnson—Ritchie, Steuart, & Co. [c.l. Dec. 10

FOR HAVRE.

558 Alma, Crawford—Finlay, Scott, & Co.
551 Chacma, Europe—Passmore, Smith, & Co.
1348 Ambrovn, Fullerton—Rennie, Scovell, & Co. [c.l. Jan. 29
999 City of Madras, Graham—W. Nicol & Co. [c.l. Jan. 25
559 David Malcolm, Dentone—Stenhouse & Co.
697 Alma, Moss—Lawrence & Co. [c.l. Jan. 18
766 Golden Eagle, Muir—Cowasjee Manockjee.
808 Luna, Opdall—Jules Siegfried & Co.
1530 Niagara, Fry—Rennie, scovell, & Co. [c.l. Jan. 23
1164 Roudn-on Crusoe, Hogg—Finlay, Scott, & Co. [c.l. Jan. 26
1119 Talisman, Bartlett—W. Nicol & Co

FOR MAURITIUS.

469 Mary Mildred, Story—Jairaz Pestonjee.

FOR COCHIN.

97 Keerata Rooderin, Nacoda—Dinshaw Bhickajee. [c.l. Jan. 29
131 Mohideentoux, Nacoda.
198 Sultan Bahadur, Nacoda.

FOR CALCUTTA.

1393 Benares, Noyes.
1143 Combermere, Kicker—H. T. S. Mahomed.
1138 Ethiopia (s), Mcc allum—T. I. S. N. Co.
674 Hindostan, Mennie—M. Mahomed uffee.

FOR HONGKONG.

352 Agnia, Santors—Somjeebhoy Visram.

FOR RICE PORTS.

974 Andromeda, Lawe—Lawrence & Co.
585 Rosalie Nelson—Passmore, Smith & Co.
1189 Royal Family, Bernson—Stenhouse & Co.

FOR ZANZIBAR.

584 Prince of Wales, Nacoda—Jairaz Sewjee.

FOR ADEN & SUEZ.

1776 Carnatic (s), Coleman.
1010 Golconda (s), Bisko—P. & O.Co.
1509 Krishna (s), Bonfellow—B. & B. S. S. Co.
1776 Rangoon (s), Reynolds—P. & O Co.
2175 Travancore (s), Castle—P. & O. Co.

FOR PERSIAN GULF.

310 Futtay Sultan, Grag—H. J. Noor Mahomed.

FOR KURRACHEE.

337 Marquard Family, Questa—Mirzza Cajum.
315 Martaban (s), Sharp—o. I. S. N. Co.

FOR CARWAR.

1049 Pontiac, Finlay—Rennie, Scovell, & Co.

FOR RANGOON.

334 Annie, Baker—Wallace & Co.
1138 Beeston Castle, Doyle—Volkart Brothers.
582 Gloucester, Butcher—Rennie, Scovell, & Co.
639 London, Hayter—Wallace & Co.
705 Rome, Moses—The Captain

FOR JUDDAH.

594 Bombay Castle (s), Coates—A. Hubibbhoy.
819 Fathe Shah Allum, Nacoda—H. J. N. Mahomed.
397 Muckee, Nacoda—G. Lafond

FOR BOSTON.

528 Duiveland, Grave—Farnham & Co. [c.l. Jan. 11

DOR BANGKOK.

563 Faiz Allum, Kneen—Abdool K. A. Rymon.

NOT FIXED.

Admed Bux—Nacoda.
1262 Alarie, Theckstone—Remington & Co.
491 Alexandria, Raymont.
American (s), aker—G. F. Pim & Co.
462 Anna, Bazana—W. Nicol & Co.
1193 Astracana, Wilson—Ritchie, Steuart, & Co
419 Atalanta, Green—Hajee Zenell Abadeen.
1093 Behar (s), Perrins—F. & O. Co.
1276 Benefactress, Gibbs—Rennie, Scovell, & Co.
709 Birkby, Garrett—W. Nicol & Co.
246 Charles, Owens—Owen & Okell.
1091 Charlotte, Oalis—Sir C. Forbes.
623 Clara, Innes—Rennie, Scovell, & Co.
Dannah Letchmy—Nacoda.
961 Eagle, Nacoda.
1092 Esmeralles, Tramar—Rennie, Scovell, & Co.
650 Euphrates (s,) Hibbert—B. I. S. N. Co.
993 Evening Star, Harley—H. Thavur & Co.
1094 Glenceva, Aberdin—W. Nicol & Co.
477 Good Success, Hadsurd—H. Thavur & Co.
Hamido—Nacoda.
595 Hindspee, Page—C. N. Cama.
575 Japan (s), Lemon—Ritchie, Steuart & Co.
284 John & Mary, Grey.
1650 John Steuart.
379 Lord Clyde (s), Moylan—B. C. & R. S. Co.
161 Mani—Nacoda.
1740 Mistress of the Seas, M'^enzie—H. H. Cama.
1183 Pegasus, Cornwell—Blackwell & Co.
Persian Merchant, Scheel.
1212 Prince Oscar, Long—L. A. & A. Co.
1393 Royal Alexandra, Browning—W. Cooper.
1133 Sam Mendel, Murdoch—Coupland & Co.
561 Sir Bartle Frere (s), Thompson—B. I. S. & R. S. Co.
708 Sophia Joakim, Singen—W. Nicol & Co.
934 St. bernard, McDermott—Ruttonjee Edeljee.
455 Tilly (s), Platts.
943 Tirrel, Morgan—The Captain's order.
1175 Tivoli, Lentil—W. Nicol & Co.
812 Unrivalled, Hodgcock—E. Bates & Co.
1402 Yorrick, Kingeome.

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Invite the attention of Merchants and Traders throughout India and China to the fact that they have had 25 years experience as Shippers of Goods to those Markets, and that they undertake the execution of Indents on the closest wholesale terms.

N.B.—A Price List, containing full particulars of every description of Silks, Woollens, Muslins, Calicoes, Prints, Clothing, Millinery, Jewelry, Carpets, Blankets, &c., &c., and every thing necessary for ordering goods from D. N. & Co.'s London Warehouse, sent post free.

Terms.—Not less than 50 per cent. to accompany Indents, and balance against Bills of Lading.

Contractors for Military and Police Clothing and Accoutrements.

AGENCY DEPARTMENT

D. NICHOLSON & Co. undertake the execution of Indents for every description of goods for Merchants and Traders abroad, for a commission of 2½ per cent., the original invoices, in all cases, being forwarded.

As D. N. & Co. have accounts for their own business with all the principal Manufacturers in England and France, they can offer their Correspondents many advantages which could not be obtained from an ordinary Agent.

Foreign Produce disposed of for a commission of 2½ per cent. Price lists can be had of Messrs. Wheatley & Co., Bombay.

D. NICHOLSON & Co.,
50, 51, and 52, St. Paul's Churchyard, London.
Bankers—Messrs. Martin & Co., 68, Lombard Street.

N.B.—Price lists and samples can be procured from, and orders sent through Messrs. Balmer, Lawrie & Co., Calcutta, and also of Messrs. Wheatley & Co., Bombay.

BANKS.

ORIENTAL BANK CORPORATION.—
Incorporated by Royal Charter.

The current rates of Exchange are:—

		Per Rupee.
On London at 6 months' sight	2s. 1/8d.	do.
" 3 do.	1s. 11 7/8d.	do.
" 1 do.	1s. 11 5/8d.	do.
" demand	1s. 11 9/16d.	do.
On Scotland do.	1s. 11 9/16d.	do.
On Ireland do.	1s. 11 7/16d.	do.
On Paris do.	1s. 11 7/16d.	do.

Circular Notes payable throughout Europe. 1s. 11 7/16d. do.

No Drafts at four months' sight are granted for sums under £50. Sums under £20 are only drawn for on demand.

All Treasury Drafts, Hoondees and other orders for realization, to be endorsed "Pay the Oriental Bank Corporation, or order."

Any information as to rules of business may be had on application at the Office, or by letter to the Agent.

KURRACHEE SUB-AGENCY.

An Agency of the Corporation has been opened at Kurrachee, where Deposits are received on the same terms as at Bombay. The Agent also buys Bills on England and elsewhere, and grants Drafts on he Head Office and Branches of the Corporation.

Bombay, 18th February 1869.

THE DELHI AND LONDON BANK
(Limited). Established in India 1844.

Capital One Million Sterling, in 20,000 Shares, of £50 each.—Paid up Capital £337,625.

HEAD OFFICE, LONDON—J. C. PATTY, Esq., General Manager.
BRANCHES.—Calcutta, Bombay, Delhi, Mussoorie, Lucknow, and Lahore.
LONDON BANKERS—Union Bank of London.

CURRENT ACCOUNTS

Are made up to the 30th June and 31st of December in each year, and if the balance has not at any time during the half year been below Rs. 1,000, interest at the rate of 2 per cent. per annum will be allowed on the minimum monthly balances. No interest will be allowed above one lac.

Deposits for fixed periods are received at interest, particulars of which may be obtained at the Bank as also any information as to rules of business, &c.

DISCOUNTS, LOANS, &c.

The Bank discounts approved Local Bills, grants Loans on Government Paper, Bullion, Bank Stock and approved Shares, and other Securities.

All remittances to be endorsed "Pay Comptoir d'Escompte de Paris, or order."

E. J. HARDCASTLE,
Acting Manager.

9, Rampart Row, Bombay, 19th February 1868.

CHARTERED BANK OF INDIA AUSTRALIA, and CHINA.

HEAD OFFICE—Hatton Court, Threadneedle Street, London
Incorporated by Royal Charter.
Paid-up Capital—£800,000.

BRANCHES AND AGENCIES.

Bombay.	Rangoon.	Hongkong
Calcutta.	Singapore.	Shanghai.
Akyab.	Batavia.	Hankow.

BOMBAY AGENCY

EXCHANGE.

The Bank's Agency in Bombay grants Bills of Exchange on the City Bank, London, at the following rates, viz.—

6 months' sight (on City Bank) at	2s. 0d.	per Rupee.
4 do.	at 1s. 11 15/16d.	"
3 do.	at 1s. 11¾d.	"
2 do.	at 1s. 11 13/16d.	"
1 do.	at 1s. 11⅞d.	"
On demand (Head Office)	at 1s. 11⅞d.	"

INTEREST

On Current Deposit Accounts will be credited half-yearly (on 30th June and 31st December) at the rate of two per cent. on the daily balances from Rs. 1,000 up to Rs. 1,00,000; and on Fixed Deposits as follows:—

Repayable in one sum, at 3 months' notice, 3 per cent
Do. 6 do. 5 "
Do. 12 do. 6 "

REMITTANCES.

The Bank's Agency realises Drafts or Hoondies on the Presidency for remittance to Europe in the Bank's Bills on London without charge.

All Drafts or Hoondies forwarded for realisation, to be made payable to the "Chartered Bank of India, Australia, and China, or order." When a remittance is to be made to a lady, her Christian name must be given.

COMMISSIONS.

On the sale or purchase of Government Paper, Bank Stock, and other Securities, ¼ per cent.

The Bank receives for investment and other Securities for safe custody free of charge, the Interest or Dividends thereon being credited to account, or remitted home in the Bank's Bills.

On Interest or Dividends, or proceeds of Securities by sale, No Commission is charged.

On delivering up Securities deposited for safe custody, ¼ per cent.

Office hours, 10 A.M. to 4 P.M.; Saturdays, 10 A.M. to 1 P.M.

Bombay, 28th January 1868. JAMES DOUGLAS, Agent.

NATIONAL BANK OF INDIA (Limited).

Established in India 1863, and Incorporated under the English Companies Act of 1862, 23rd March 1866.

Authorised Capital—Two Millions Sterling.
Subscribed Capital £828,200
Paid-up Capital £404,100
Reserve Fund ..... £ 38,000

HEAD OFFICE.

80, King William Street, London.

BRANCHES AND AGENCIES.

Calcutta, Bombay, and Madras.

EDINBURGH DEPOSIT AGENCY.

Agents—Messrs. Dalmahoy & Cowan, W.S.]

GLASGOW DEPOSIT AGENCY.

Agents—Messrs. Couper, Mackenzie & Innes, Solicitors.

BOARD OF DIRECTORS.

John Borradaile, Esq., 26, Gloucester Place, Portman Square.
J. E. Boyson, Esq., late Solicitor to the Government of Madras.
R. O. Campbell, Esq., of Messrs. Binny & Co. Madras, late President Bank of Madras.
W. S. Fitzwilliam, Esq., late Member of the Supreme Legislative Council of India.
W. E. Frere, Esq., Bombay Civil Service, late Member of Council Bombay Government.
R. P. Harrison, Esq., late Controller General of Accounts for India, and Government Director, Bank of Bengal.
E. W. Wingrove, Esq., late of Calcutta.

CHIEF MANAGER—R. O. SAWER, ESQ.

LONDON BANKERS.

The Bank of England
and
National Provincial Bank of England.

AGENTS IN SCOTLAND,
British Linen Company Bank.

AGENTS IN IRELAND.
Provincial Bank of Ireland.

RULES OF BUSINESS OBSERVED AT BOMBAY.

EXCHANGE.

The Bank grants Drafts on London, Calcutta, and Madras at the current rates of Exchange. It also negociates and collects Bills payable in those places. Instructions respecting Family Remittances are carefully attended to, and when requested, and the necessary particulars are furnished, the Bank will forward First Copy of the Bill direct to the parties in England.

CURRENT DEPOSIT ACCOUNTS.

The Bank opens Current Deposit Accounts and allows Interest at the rate of 2 per cent. per annum on customers' daily balances from Rs. 500 up to Rs. 100,000.

FIXED DEPOSITS.

The Bank receives Money, on Fixed Deposit, and allows Interest thereon as follows:—

On Deposits subject to 3 months' notice of withdrawal 3 per cent.
" 6 " 5 "
" 12 " 6 "

All remittances should be made payable to the Manager, National Bank of India (Limited), who will be glad to afford any further information respecting the Bank's terms of business.

By order of the Directors,
JAMES WINDRAM, Manager.

National Bank of India, Bombay, 19th October 1868.

FOR SALE.

FOR SALE, at the Office of this Paper, price Rs. 4, RULES relating to the WINDING-UP of JOINT STOCK COMPANIES, made by the High Court of Judicature at Bombay, pursuant to Section 189 of the Indian Companies' Act 1866.

FRESH! FRESH!! GIG or DOG CART HARNESS, just imported by Overland Mail.

H. R. Baxter begs to inform his patrons and the public of the fresh receipt of an Invoice of the above on everlasting plates.

HARRIS'S Leather, Plate, and Steel Stuffs, in great varieties, may be had always of the undersigned.

HIRJEEBHOY RUSTOMJEE BAXTER.
No. 26, Meadow Street, Fort, Bombay.

METAL MART BOREE BUNDER.—Now landing, fresh Fire Clay, Fire Brick, and Portland Cement.

Thomas Perry and Sons' Fire Proof Safes and Deed Boxes.
Lowmoor Iron Plates.
Leather Belting, Suction and Delivery Hose.
Patent Duplex Punches, to punch ¼ inch Plate Iron.
Cast Iron Piping, 2 inches to 12 inches diameter.
Wrought Iron Piping.
Lead Piping and Sheet Lead.
Plate and Bar Iron.
Steel and Files.
Galvanised Corrugated Iron, Nos 16, 18, 20 and 24 Gauge, daily expected and orders now being registered.
Estimates given for every description of Iron Work and Machinery. W. NICOL & Co.

KINLOCH and ALLAN, IRON MERCHANTS.

Bar, Plate, Sheet and Hoop Iron.
Cast and Blister Steel.
Pig and Sheet Lead.
Lead and Wrought Iron Pipe.
Cast Iron Pipes.
Contractors' Tools.
Crab Winches.
Wrought Iron Hand Pumps.
Hardware.

To close an account the remaining portion of a shipment of Handsome Cast Iron Railings will be sold cheap.

Orders for all sorts of Iron Work promptly and quickly executed.

MAIN'S "PATENT" CONTINUOUS BAR FENCING.

This Fence is now universally admitted to be the best and most secure that can be adopted; and from its great durability, and the facility with which it can be erected or removed, is in the end the cheapest.

As compared with a Wire Fence its advantages are—

1st. Its greater strength and weight. The Horizontal Bars being stronger and heavier than Wires, the "Continuous Bar Fencing" is not so easily injured; and what is of great importance, it is visible to animals, and thus accidents by animals running against the Fence are, in general, prevented.

2nd. No stones are required, and therefore a "Continuous Bar Fence" can be erected more quickly, without breaking up the ground, and by ordinary labourers.

3rd. No "Stays" or other "Extras" for curves are required.

KINLOCH and ALLAN, having been appointed Sole Agents for Messrs. A. and J. Main & Co., are now prepared to give quotations for the above, as also for Wire Fencing, Wire Netting, Ornamental Gates, Railings, &c., &c.

Bombay, 9th February 1869.

WINES, SPIRITS, BEER, &c.

IMPORTANT

TO MESSES, MERCHANTS, and RESIDENTS, in Western India: Apply to CUTLER, PALMER, & Co., D an Lane, Bombay, for such Wines, Spirits, and Cordials, as

AMONTILLADO, a choice after-dinner Wine.
BRAUNSBERGER, a fragrant dessert Wine.
CLARETS, of the best growths to ordinary, in Quarts and Pints See List.
CHAMBERTIN, the elite of Burgundies.
CURACOA, white or orange, in Quarts and Pints.
HABLIS, the Wine to be served with Fish.
CHERRY BRANDY, after-dinner Liqueur.
Dry and Very Dry CHAMPAGNE, in Magnums, Quarts, and Pints, three qualities.
EAST INDIA MADEIRA, of magnificent character.
Fine Sparkling NONPAREIL and other HOCKS, specially prepared for India.
GIN, best London distilled, dry and soft.
GENEVA, best Dutch.
HOCHHEIMER, a light refreshing Wine in hot weather.
INVALIDS' PORT, really and truly splendid Wine.
JOHANNISBERGER, a récherché Cabinet Wine.
LIEBFRAUMILCH, another style of Cabinet after-dinner Wine.
MOSELLE NONPAREIL, the finest sparkling, brilliant condition.
MARSALA, pale Virrin, good dinner Wine.
MACON, cheap quality dinner Burgundy.
NUITS, a dinner Burgundy, medium quality.
ORANGE BITTERS, pure, recommended for use before dinner.
PORTS of various qualities, in Quarts or Pints.

(Quotations given at Dean Lane, Bombay.)

RUM, the best of old landed Jamaicas.
RUDESHEIMER, full bodied dinner Hock.
SAUTERNE, delicate and fine flavoured.
TRAMINER FORSTER, a very choice dessert Hock.

(Unexceptionally good Terms.)

Very old and choice pale COGNACS to medium quality.
WHISKY, Scotch and Irish, old, soft and mellow.
XERES WINES, in six styles, dry and pale, gold, &c.
YQUEM SAUTERNE, shipped to order.
ZARA MARASCHINO DE, a choice Liqueur.

NOTICE.

Our heart-shaped Labels, originated and used by us since 1815, are now extensively copied in India, we beg our friends and the public will ask for our Trade-mark Label when ordering Spirits, and so prevent fraud.

Being Wine Merchants in the fullest sense of the term, and first hands, we offer our Wines for sale at one profit between the grower and consumer. Our terms to Traders on orders of 30 dozens, are equal to prompt cash transactions, and in like manner, we give excellent value to private consumers, from whom we seek a trial order, and solicit comparison with other brands at our quotations.

Traders indenting on us for not less than 100 dozens of any one Wine, (Champagne and Moselle included) may have their own names branded on the Corks if desired.

WE TAKE SHIPPING ORDERS FOR WINES IN WOOD:

CLARETS, at from £10 (advancing £5 per Hhd.) to £100, in Bordeaux.
SHERRIES, at from £30 (advancing £10 per Butt) to £250, in Cadiz or London.
PORTS, at from £36 (advancing £10 per Pipe) to £180, in Oporto or London.
COGNACS and other SPIRITS, according to age, at per Gallon.

CUTLER, PALMER, & Co.,

IMPORTERS AND EXPORTERS OF WINES, SPIRITS, AND LIQUEURS.

Established in Bordeaux and London in 1815, and in India in 1842.

LONDON HOUSES { Wholesale and for Export only—TOWER VAULTS, MARK LANE. / Retail—CHARING CROSS RAILWAY ARCHES, VILLIERS STREET, STRAND.

BORDEAUX HOUSE { Wholesale and for Export—PLACE DU CHAPEAU-ROUGE. / Agencies—PARIS—PAU—BAGNERES DE BIGORRE—BAGNERES DE LUCHON—CANNES—NICE—BIARRITZ—SAN REMO—HYERES